1. General Description

A: SPECIFICATION

- Non-turbo model

Engine			Non-turbo
Cooling system			Electric fan + Forced engine coolant circulation system
Total engine coolant capacity ℓ (US qt, Imp qt)			AT: approx. 6.5 (6.87, 5.72) MT: approx. 6.6 (6.98, 5.81)
Water pump	Type		Centrifugal impeller type
	Discharge performance I	Discharge rate	20 ℓ (5.3 US gal, 4.4 Imp gal)/min.
		Pump speed — Discharge pressure	760 rpm — 2.9 kPa (0.3 mAq)
		Engine coolant temperature	80°C (176°F)
	Discharge performance II	Discharge rate	100 ℓ (26.4 US gal, 22.0 Imp gal)/min.
		Pump speed — Discharge pressure	3,000 rpm — 49.0 kPa (5.0 mAq)
		Engine coolant temperature	80°C (176°F)
	Discharge performance III	Discharge rate	200 ℓ (52.8 US gal, 44.0 Imp gal)/min.
		Pump speed — Discharge pressure	6,000 rpm — 225.4 kPa (23.0 mAq)
		Engine coolant temperature	80°C (176°F)
	Impeller diameter		76 mm (2.99 in)
	Number of impeller vanes		8
	Pump pulley diameter		60 mm (2.36 in)
	Clearance between impeller and case		0.5 — 1.5 mm (0.020 — 0.059 in)
Thermostat	Type		Wax pellet type
	Starts to open		80 — 84°C (176 — 183°F)
	Fully opens		95°C (203°F)
	Valve lift		9.0 mm (0.354 in) or more
	Valve bore		35 mm (1.38 in)
Radiator fan	Motor input	Main fan	120 W
		Sub fan	120 W
	Fan diameter / Blade		320 mm (12.60 in) /5 (main fan) 320 mm (12.60 in) / 7 (sub fan)
Radiator	Type		Down flow
	Core dimensions	Width × Height × Thickness	691.5 × 360 × 16 mm (27.22 × 14.17 × 0.63 in)
	Pressure range in which cap valve is open		Above: 108±15 kPa (1.1±0.15 kg/cm^2, 16±2 psi) Below: –1.0 — –4.9 kPa (–0.01 — –0.05 kg/cm^2, –0.1 — –0.7 psi)
	Fins		Corrugated fin type
Reservoir tank	Capacity		0.5 ℓ (0.5 US qt, 0.4 Imp qt)

Coolant	Recommended materials	Item number	Alternative
Coolant	SUBARU coolant	000016218	Phosphoric acid (non-amine) type
Water for dilution	Distilled water	—	Soft water or tap water
Cooling system protecting agent	Cooling system conditioner	SOA345001	None

- Turbo model

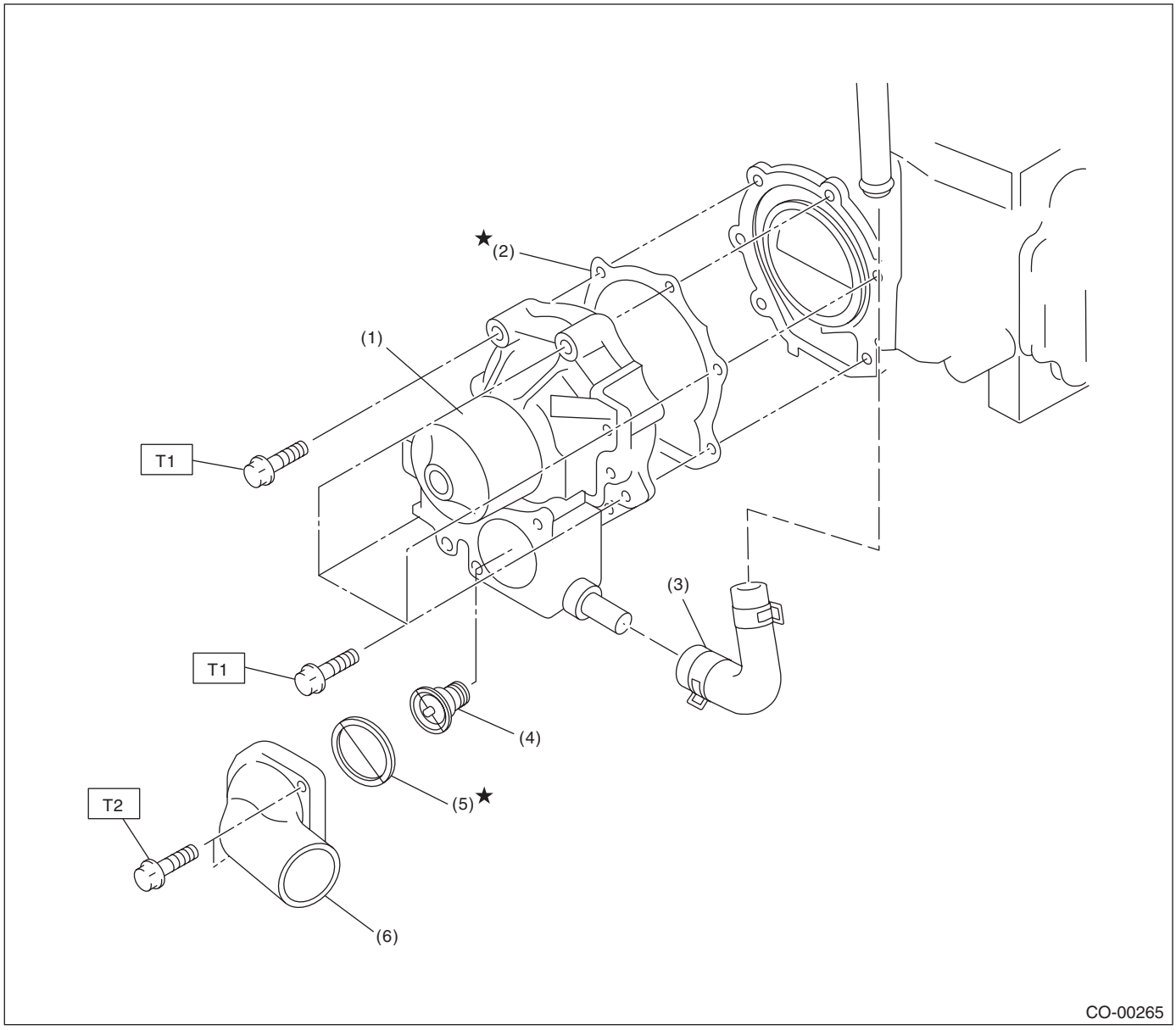
Engine			DOHC Turbo
Cooling system			Electric fan + Forced engine coolant circulation system
Total engine coolant capacity ℓ (US qt, Imp qt)			AT: 7.3 (7.71, 6.42) MT: 7.4 (7.82, 6.51)
Water pump	Type		Centrifugal impeller type
	Discharge performance I	Discharge rate	20 ℓ (5.3 US gal, 4.4 Imp gal)/min.
		Pump speed — Discharge pressure	760 rpm — 2.9 kPa (0.3 mAq)
		Engine coolant temperature	80°C (176°F)
	Discharge performance II	Discharge rate	100 ℓ (26.4 US gal, 22.0 Imp gal)/min.
		Pump speed — Discharge pressure	3,000 rpm — 49.0 kPa (5.0 mAq)
		Engine coolant temperature	80°C (176°F)
	Discharge performance III	Discharge rate	200 ℓ (52.8 US gal, 44.0 Imp gal)/min.
		Pump speed — Discharge pressure	6,000 rpm — 225.4 kPa (23.0 mAq)
		Engine coolant temperature	80°C (176°F)
	Impeller diameter		76 mm (2.99 in)
	Number of impeller vanes		8
	Pump pulley diameter		60 mm (2.36 in)
	Clearance between impeller and case		0.5 — 1.5 mm (0.020 — 0.059 in)
Thermostat	Type		Wax pellet type
	Starts to open		76 — 80°C (169 — 176°F)
	Fully opens		91°C (196°F)
	Valve lift		9.0 mm (0.354 in) or more
	Valve bore		35 mm (1.38 in)
Radiator fan	Motor input	Main fan	120 W
		Sub fan	120 W
	Fan diameter / Blade		320 mm (12.60 in) /5 (main fan) 320 mm (12.60 in) / 7 (sub fan)
Radiator	Type		Down flow
	Core dimensions	Width × Height × Thickness	691.5 × 360 × 16 mm (27.22 × 14.17 × 0.63 in)
	Pressure range in which cap valve is open	Coolant filler tank side	Above: 108±15 kPa (1.1±0.15 kg/cm^2, 16±2 psi) Below: –1.0 to –4.9 kPa (–0.01 — –0.05 kg/cm^2, –0.1 — –0.7 psi)
		Radiator side	Above only: 137±14.7 kPa (1.40±0.15 kgf/cm², 20±2.1 psi)
	Fins		Corrugated fin type
Reservoir tank	Capacity		0.5 ℓ (0.5 US qt, 0.4 Imp qt)

Coolant	Recommended materials	Item number	Alternative
Coolant	SUBARU coolant	000016218	Phosphoric acid (non-amine) type
Water for dilution	Distilled water	—	Soft water or tap water
Cooling system protecting agent	Cooling system conditioner	SOA345001	None

B: COMPONENT

1. WATER PUMP

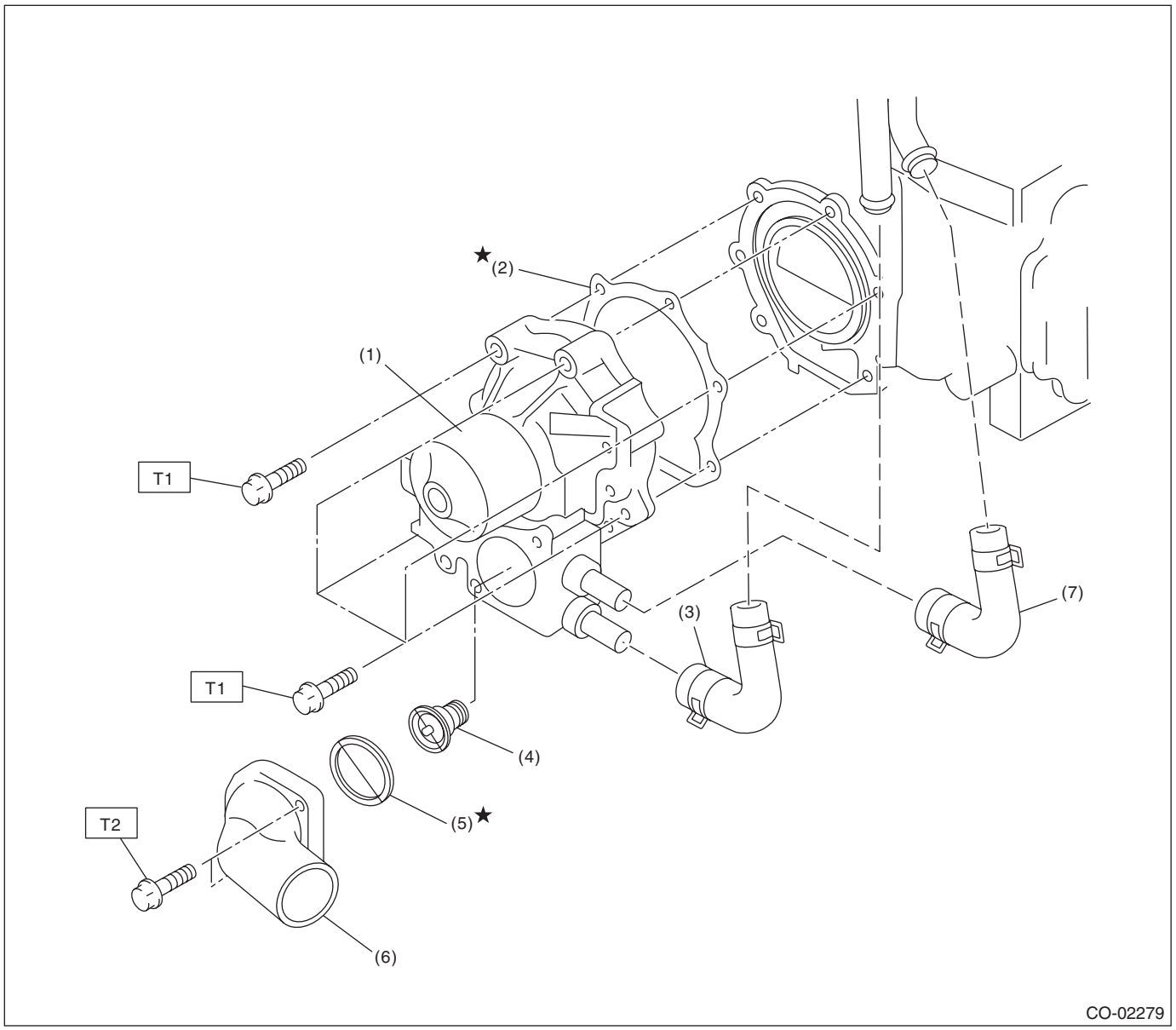
Non-turbo model



(1) Water pump ASSY
(2) Gasket
(3) Heater by-pass hose
(4) Thermostat
(5) Gasket
(6) Thermostat cover

Tightening torque:N·m (kgf-m, ft-lb)
T1: First 12 (1.2, 8.9)
Second 12 (1.2, 8.9)
T2: 12 (1.2, 8.9)

Turbo model

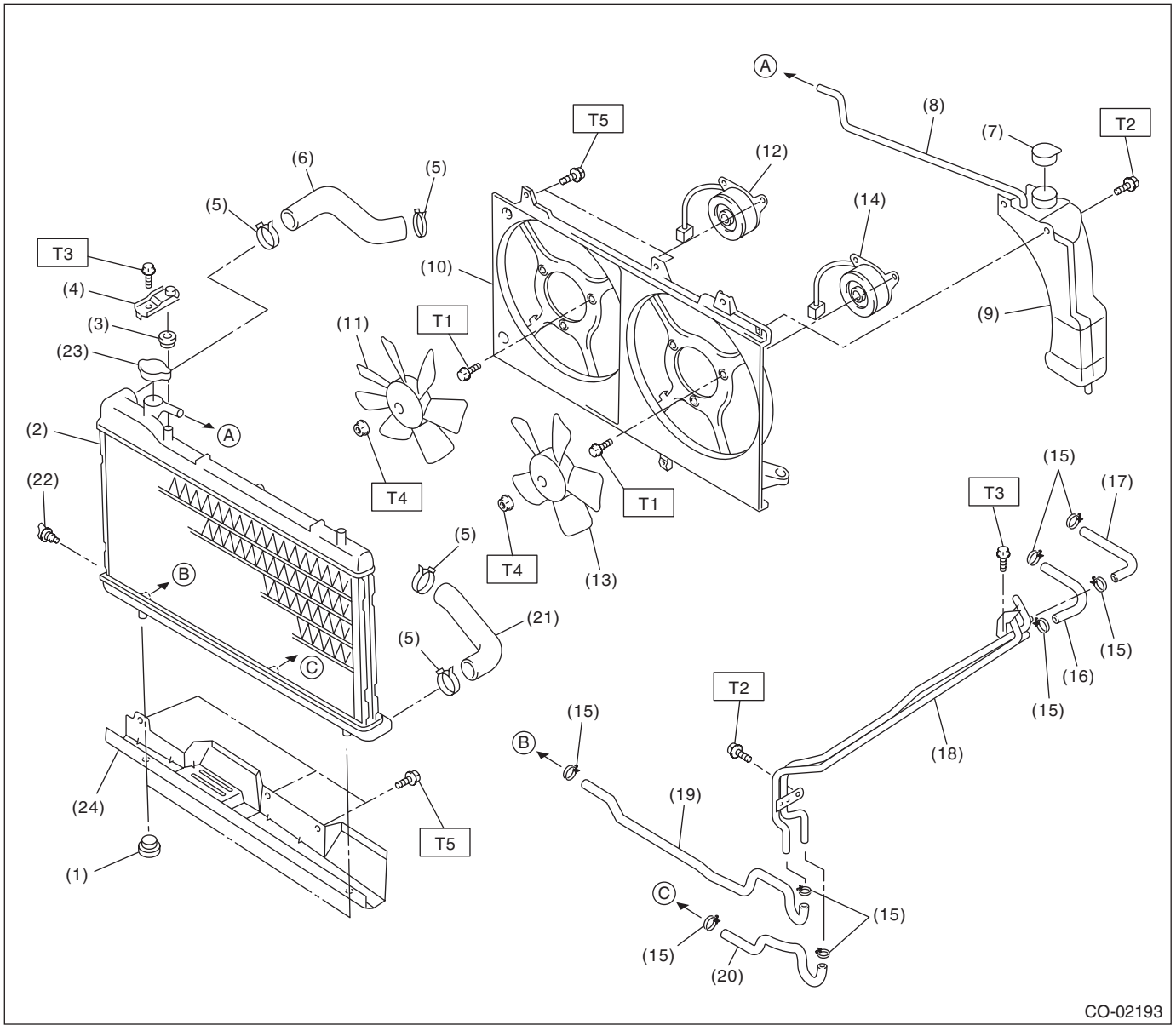


(1) Water pump ASSY
(2) Gasket
(3) Heater by-pass hose
(4) Thermostat
(5) Gasket
(6) Thermostat cover
(7) Coolant filler by-pass hose

Tightening torque:N·m (kgf-m, ft-lb)
T1: First 12 (1.2, 8.9)
Second 12 (1.2, 8.9)
T2: 12 (1.2, 8.9)

2. RADIATOR AND ELECTRIC FAN

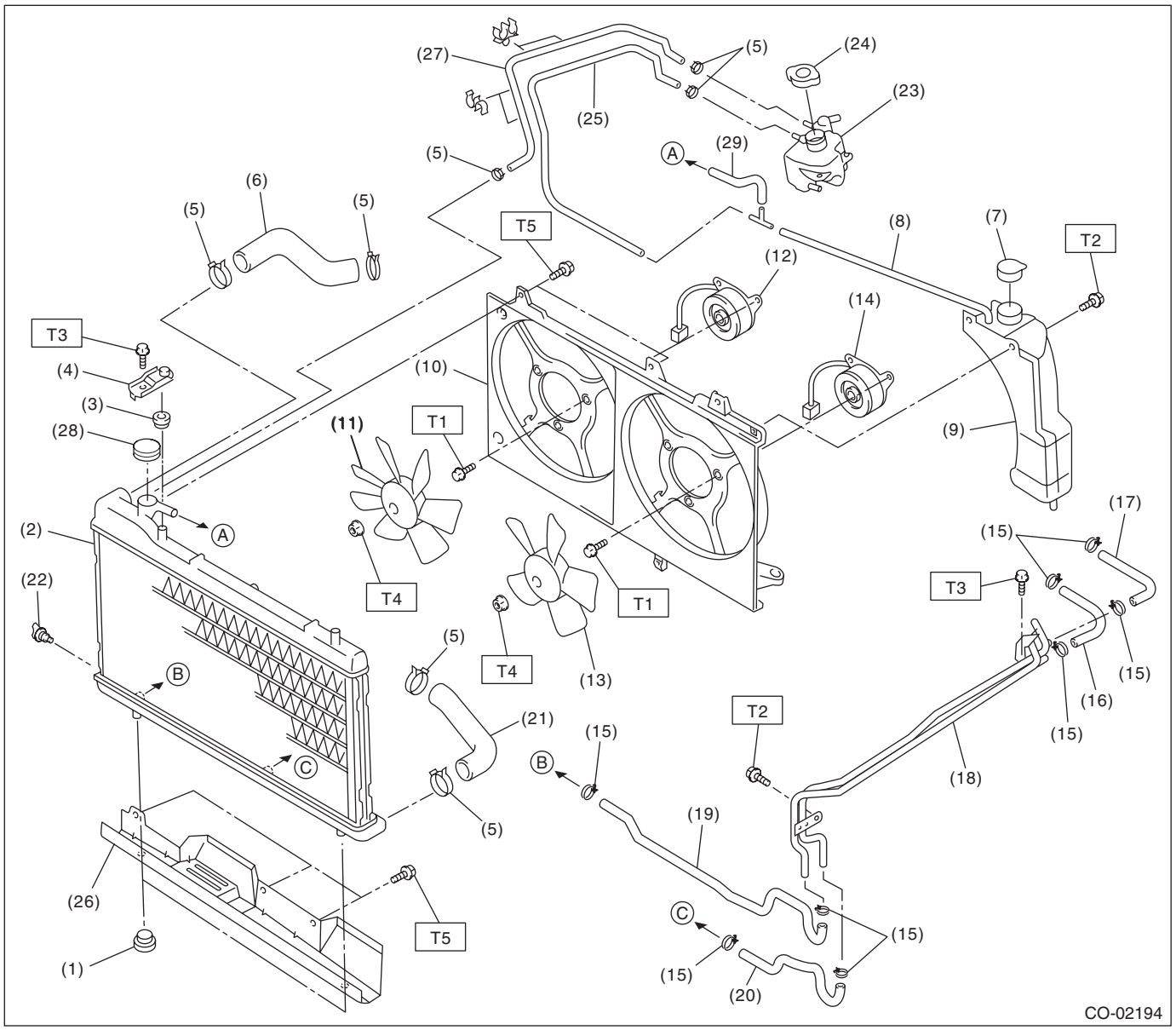
Non-turbo model



(1) Radiator lower cushion
(2) Radiator
(3) Radiator upper cushion
(4) Radiator upper bracket
(5) Clamp
(6) Radiator inlet hose
(7) Engine coolant reservoir tank cap
(8) Over flow hose
(9) Engine coolant reservoir tank
(10) Radiator fan shroud
(11) Radiator sub fan
(12) Radiator sub fan motor
(13) Radiator main fan
(14) Radiator main fan motor
(15) ATF hose clamp (AT model)
(16) ATF hose A (AT model)
(17) ATF hose B (AT model)
(18) ATF pipe (AT model)
(19) ATF hose C (AT model)
(20) ATF hose D (AT model)
(21) Radiator outlet hose
(22) Radiator drain plug
(23) Radiator cap
(24) Radiator under cover (AT model)

Tightening torque:N·m (kgf-m, ft-lb)
T1: 4.4 (0.45, 3.3)
T2: 7.5 (0.76, 5.5)
T3: 18 (1.8, 13.3)
T4: 3.4 (0.35, 2.5)
T5: 4.9 (0.50, 3.6)

Turbo model



(1) Radiator lower cushion
(2) Radiator
(3) Radiator upper cushion
(4) Radiator upper bracket
(5) Clamp
(6) Radiator inlet hose
(7) Engine coolant reservoir tank cap
(8) Overflow hose A
(9) Engine coolant reservoir tank
(10) Radiator fan shroud
(11) Radiator sub fan
(12) Radiator sub fan motor
(13) Radiator main fan
(14) Radiator main fan motor
(15) ATF hose clamp (AT model)
(16) ATF hose A (AT model)
(17) ATF hose B (AT model)
(18) ATF pipe (AT model)
(19) ATF hose C (AT model)
(20) ATF hose D (AT model)
(21) Radiator outlet hose
(22) Radiator drain plug
(23) Engine coolant filler tank
(24) Engine coolant filler tank cap
(25) Overflow hose B
(26) Radiator under cover (AT model)
(27) Air breather hose
(28) Radiator cap
(29) Overflow hose C

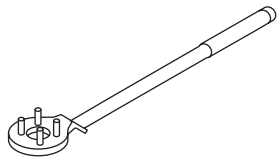
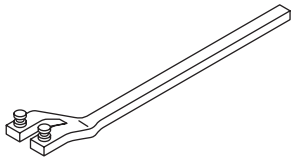
Tightening torque:N·m (kgf-m, ft-lb)
T1: 4.4 (0.45, 3.3)
T2: 7.5 (0.76, 5.5)
T3: 18 (1.8, 13.3)
T4: 3.4 (0.35, 2.5)
T5: 4.9 (0.50, 3.6)

C: CAUTION

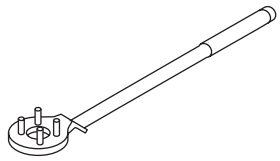
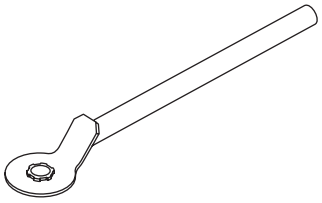
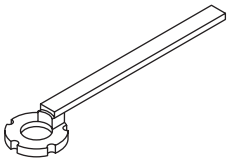
• Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
• Remove contamination including dirt and corrosion before removal, installation or disassembly.
• Keep the disassembled parts in order and protect them from dust and dirt.
• Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
• Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
• Be sure to tighten fasteners including bolts and nuts to the specified torque.
• Place shop jacks or rigid racks at the specified points.
• Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

D: PREPARATION TOOL

1. NON-TURBO MODEL

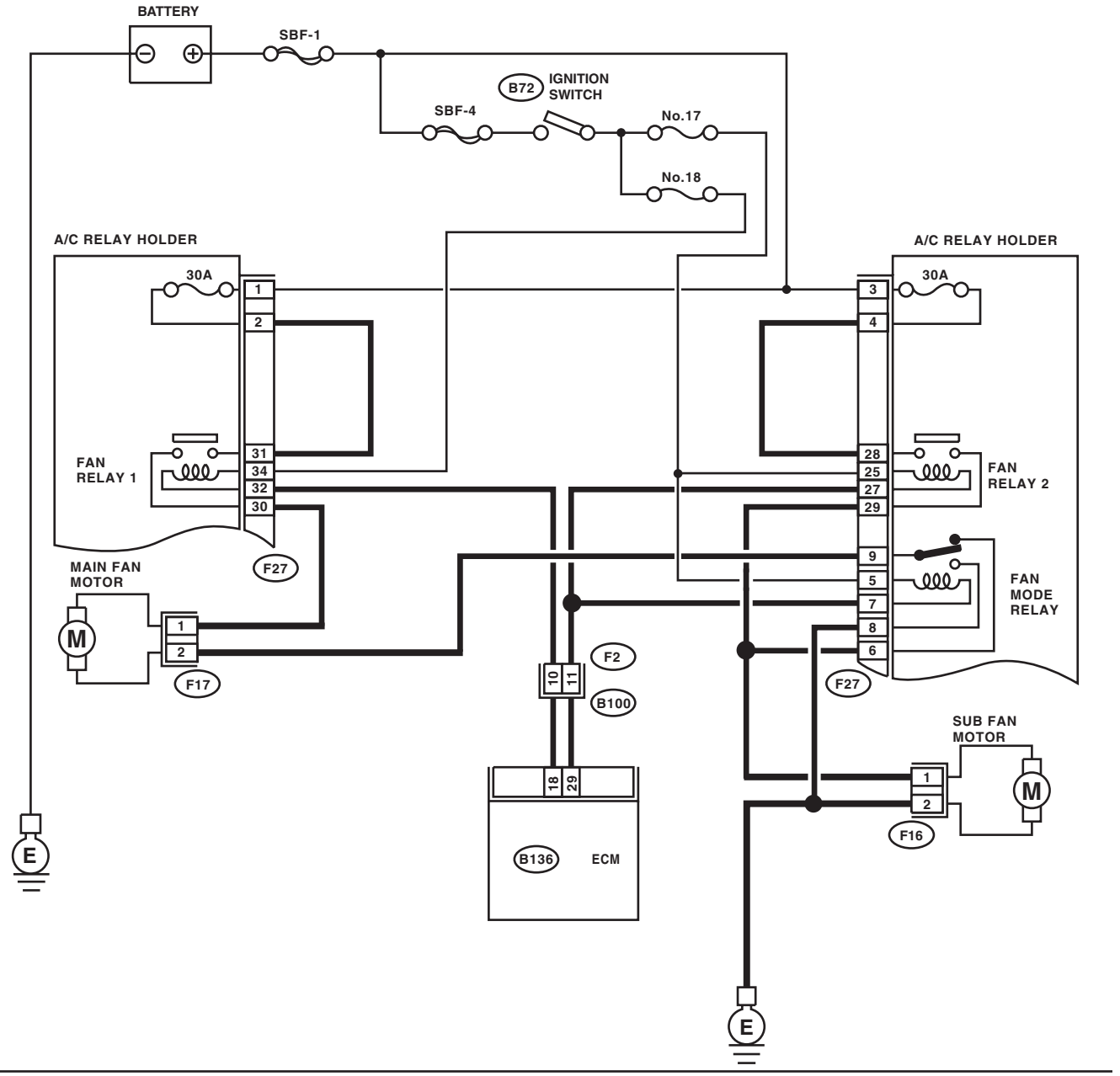
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499977100	499977100	CRANK PULLEY WRENCH	Used to stop rotation of the crank pulley when loosening or tightening crank pulley bolts.
 ST18231AA010	18231AA010	CAM SPROCKET WRENCH	• Used for removing and installing cam sprocket. (LH side) • CAM SPROCKET WRENCH (499207100) can also be used.

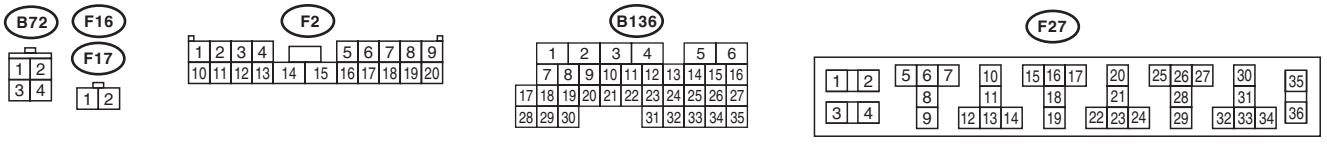
2. TURBO MODEL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499977100	499977100	CRANK PULLEY WRENCH	Used to stop rotation of the crank pulley when loosening or tightening crank pulley bolts.
 ST-499977500	499977500	CAM SPROCKET WRENCH	Used for removing and installing intake cam sprocket.
 ST-499207400	499207400	CAM SPROCKET WRENCH	Used for removing and installing exhaust cam sprocket.

2. Radiator Fan System

A: WIRING DIAGRAM





CO-02223

B: INSPECTION

DETECTING CONDITION:
- Engine coolant temperature is above 95°C (203°F).
- Vehicle speed is below 19 km/h (12 MPH).

TROUBLE SYMPTOM:
- Radiator main and sub fans do not rotate under the above conditions.

	Step	Check	Yes	No
1	**CHECK OPERATION OF RADIATOR FAN.** 1) Connect the test mode connector. 2) Turn the ignition switch to ON. 3) Using Subaru Select Monitor, check the compulsory operation of radiator fan. NOTE: • When performing the compulsory operation check for the radiator fan using Subaru Select Monitor, the radiator main fan and sub fan will repeat such a operation as low speed revolution → high speed revolution → OFF in this order. • Subaru Select Monitor Refer to Compulsory Valve Operation Check Mode for detail procedures. <Ref. to EN(H4SO)(diag)-64, Compulsory Valve Operation Check Mode.>	Do the radiator main and sub fans rotate at low speed?	Go to step **2**.	Go to step **3**.
2	**CHECK OPERATION OF RADIATOR FAN.** 1) Connect the test mode connector. 2) Turn the ignition switch to ON. 3) Using Subaru Select Monitor, check the compulsory operation of radiator fan. NOTE: • When performing the compulsory operation check for the radiator fan using Subaru Select Monitor, the radiator main fan and sub fan will repeat such a operation as low speed revolution → high speed revolution → OFF in this order. • Subaru Select Monitor Refer to Compulsory Valve Operation Check Mode for detail procedures. <Ref. to EN(H4SO)(diag)-64, Compulsory Valve Operation Check Mode.>	Do the radiator main and sub fans rotate at high speed?	Radiator main fan system is normal.	Go to step **32**.
3	**CHECK POWER SUPPLY TO FAN RELAY 1.** 1) Turn the ignition switch to OFF. 2) Remove the fan relay 1 from A/C relay holder. 3) Measure the voltage between fan relay 1 terminal and chassis ground. ***Connector & terminal*** ***(F27) No. 31 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **4**.	Go to step **5**.
4	**CHECK POWER SUPPLY TO FAN RELAY 1.** 1) Turn the ignition switch to ON. 2) Measure the voltage between fan relay 1 terminal and chassis ground. ***Connector & terminal*** ***(F27) No. 34 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **8**.	Go to step **7**.
5	**CHECK FUSE.** 1) Remove the 30 A fuse from A/C relay holder. 2) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Go to step **6**.

	Step	Check	Yes	No
6	**CHECK HARNESS OF 30 A FUSE TERMINAL AND FAN RELAY 1 TERMINAL.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between 30 A fuse terminal and fan relay 1 terminal. ***Terminals*** ***No. 2 — No. 31:***	Is the resistance less than 1 Ω?	Repair the power supply line.	Repair the open circuit of harness.
7	**CHECK FUSE.** 1) Turn the ignition switch to OFF. 2) Remove the fuse No. 18. 3) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Repair the power supply line.
8	**CHECK FAN RELAY 1.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between fan relay 1 terminals. ***Terminals*** ***No. 30 — No. 31:***	Is the resistance 1 MΩ or more?	Go to step **9**.	Replace the fan relay 1.
9	**CHECK FAN RELAY 1.** 1) Connect the battery to fan relay 1 terminals No. 32 and No. 34. 2) Measure the resistance between fan relay 1 terminals. ***Terminals*** ***No. 30 — No. 31:***	Is the resistance less than 1 Ω?	Go to step **10**.	Replace the fan relay 1.
10	**CHECK HARNESS BETWEEN FAN RELAY 1 TERMINAL AND MAIN FAN MOTOR CONNECTOR.** 1) Disconnect the connector from the main fan motor. 2) Measure the resistance of the harness between fan relay 1 terminal and main fan motor connector. ***Connector & terminal*** ***(F17) No. 1 — (F27) No. 30:***	Is the resistance less than 1 Ω?	Go to step **11**.	Repair the open circuit of the harness between fan relay 1 terminal and main fan motor connector.
11	**CHECK THE HARNESS BETWEEN MAIN FAN MOTOR CONNECTOR AND FAN MODE RELAY CONNECTOR.** 1) Remove the fan mode relay from A/C relay holder. 2) Measure the resistance of harness between main fan motor connector and fan mode relay connector. ***Connector & terminal*** ***(F17) No. 2 — (F27) No. 9:***	Is the resistance less than 1 Ω?	Go to step **12**.	Repair the open circuit of the harness between the main fan motor connector and fan mode relay connector.
12	**CHECK POOR CONTACT.** Check poor contact of main fan motor connector.	Is there poor contact in main fan motor connector?	Repair the poor contact of main fan motor connector.	Go to step **13**.
13	**CHECK MAIN FAN MOTOR.** Connect the battery positive (+) terminal to terminal No. 1, and the ground (–) terminal to terminal No. 2 of main fan motor.	Does the main fan rotate?	Go to step **14**.	Replace the main fan motor with a new part.
14	**CHECK FAN MODE RELAY.** Measure the resistance of fan mode relay. ***Terminals*** ***No. 6 — No. 9:***	Is the resistance less than 1 Ω?	Go to step **15**.	Replace the fan mode relay.

	Step	Check	Yes	No
15	**CHECK HARNESS BETWEEN FAN MODE RELAY TERMINAL AND SUB FAN MOTOR CONNECTOR.** 1) Disconnect the connector from the sub fan motor. 2) Measure the resistance of harness between fan mode relay terminal and sub fan motor connector. ***Connector & terminal*** ***(F16) No. 1 — (F27) No. 6:***	Is the resistance less than 1 Ω?	Go to step **16**.	Repair the open circuit of the harness between fan mode relay terminal and sub fan motor connector.
16	**CHECK SUB FAN MOTOR AND GROUND CIRCUIT.** Measure the resistance between sub fan motor connector and chassis ground. ***Connector & terminal*** ***(F16) No. 2 — Chassis ground:***	Is the resistance less than 5 Ω?	Go to step **17**.	Repair the open circuit of harness between sub fan motor connector and chassis ground.
17	**CHECK POOR CONTACT.** Check the poor contact of sub fan motor connector.	Is there poor contact in sub fan motor connector?	Repair the poor contact of sub fan motor connector.	Go to step **18**.
18	**CHECK SUB FAN MOTOR.** Connect the battery positive (+) terminal to terminal No. 1, and the ground (–) terminal to terminal No. 2 of sub fan motor.	Does the sub fan rotate?	Go to step **19**.	Replace the sub fan motor with a new part.
19	**CHECK HARNESS BETWEEN FAN RELAY 1 AND ECM.** 1) Disconnect the connectors from ECM. 2) Measure the resistance between fan relay 1 terminal and ECM connector. ***Connector & terminal*** ***(B136) No. 18 — (F27) No. 32:***	Is the resistance less than 1 Ω?	Go to step **20**.	Repair the open circuit of the harness between fan relay 1 terminal and ECM.
20	**CHECK POOR CONTACT.** Check poor contact of ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Contact your SOA Service Center. NOTE: Multiple parts may be deteriorated.
21	**CHECK POWER SUPPLY TO FAN RELAY 2.** 1) Turn the ignition switch to OFF. 2) Remove the fan relay 2 from A/C relay holder. 3) Measure the voltage between fan relay 2 terminal and chassis ground. ***Connector & terminal*** ***(F27) No. 28 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **22**.	Go to step **23**.
22	**CHECK POWER SUPPLY TO FAN RELAY 2.** 1) Turn the ignition switch to ON. 2) Measure the voltage between fan relay 2 terminal and chassis ground. ***Connector & terminal*** ***(F27) No. 25 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **26**.	Go to step **25**.
23	**CHECK FUSE.** 1) Remove the 30 A fuse from A/C relay holder. 2) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Go to step **24**.

	Step	Check	Yes	No
24	**CHECK HARNESS OF 30 A FUSE TERMINAL AND FAN RELAY 2 TERMINAL.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between 30 A fuse terminal and fan relay 2 terminal. ***Terminals*** ***No. 4 — No. 28:***	Is the resistance less than 1 Ω?	Repair the power supply line.	Repair the open circuit of harness.
25	**CHECK FUSE.** 1) Turn the ignition switch to OFF. 2) Remove the fuse No. 17. 3) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Repair the power supply line.
26	**CHECK FAN RELAY 2.** 1) Turn the ignition switch to OFF. 2) Remove the fan relay 2 from A/C relay holder. 3) Measure the resistance of fan relay 2. ***Terminals*** ***No. 28 — No. 29:***	Is the resistance 1 MΩ or more?	Go to step **27**.	Replace the fan relay 2.
27	**CHECK FAN RELAY 2.** 1) Connect the battery to fan relay 2 terminals No. 25 and No. 27. 2) Measure the resistance between fan relay 2 terminals. ***Terminals*** ***No. 28 — No. 29:***	Is the resistance less than 1 Ω?	Go to step **28**.	Replace the fan relay 2.
28	**CHECK HARNESS BETWEEN FAN RELAY 2 TERMINAL AND SUB FAN MOTOR CONNECTOR.** 1) Disconnect the connector from the sub fan motor. 2) Measure the resistance of harness between fan relay 2 terminal and sub fan motor connector. ***Connector & terminal*** ***(F16) No. 1 — (F27) No. 29:***	Is the resistance less than 1 Ω?	Go to step **29**.	Repair the open circuit of the harness between fan relay 2 terminal and sub fan motor connector.
29	**CHECK HARNESS BETWEEN FAN RELAY 2 AND ECM.** 1) Disconnect the connectors from ECM. 2) Measure the resistance between fan relay 2 terminal and ECM connector. ***Connector & terminal*** ***(B136) No. 29 — (F27) No. 27:***	Is the resistance less than 1 Ω?	Go to step **30**.	Repair the open circuit of the harness between fan relay 2 terminal and ECM.
30	**CHECK HARNESS BETWEEN FAN MODE RELAY AND ECM.** Measure the resistance between fan mode relay terminal and ECM connector. ***Connector & terminal*** ***(B136) No. 29 — (F27) No. 7:***	Is the resistance less than 1 Ω?	Go to step **31**.	Repair the open circuit of the harness between fan mode relay terminal and ECM.
31	**CHECK POOR CONTACT.** Check poor contact of ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Contact your SOA Service Center. NOTE: Multiple parts may be deteriorated.
32	**CHECK OPERATION OF RADIATOR FAN.**	Does the radiator main fan rotate when the radiator main and sub fans do not rotate at high speed?	Go to step **21**.	Go to step **33**.

	Step	Check	Yes	No
33	**CHECK GROUND CIRCUIT OF FAN MODE RELAY.** 1) Remove the fan mode relay from A/C relay holder. 2) Measure the resistance between fan mode relay terminal and chassis ground. ***Connector & terminal*** ***(F27) No. 8 — Chassis ground:***	Is the resistance less than 1 Ω?	Go to step **34**.	Repair the open circuit of harness between fan mode relay and chassis ground.
34	**CHECK POWER SUPPLY TO FAN MODE RELAY.** 1) Turn the ignition switch to ON. 2) Measure the voltage between fan mode relay terminal and chassis ground. ***Connector & terminal*** ***(F27) No. 5 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **35**.	Repair the power supply line.
35	**CHECK FAN MODE RELAY.** 1) Turn the ignition switch to OFF. 2) Remove the fan mode relay. 3) Measure the resistance of fan mode relay. ***Terminals*** ***(F27) No. 8 — (F27) No. 9:***	Is the resistance 1 MΩ or more?	Go to step **36**.	Replace the fan mode relay.
36	**CHECK FAN MODE RELAY.** 1) Connect the battery to terminals No. 5 and No. 7 of fan mode relay. 2) Measure the resistance of fan mode relay. ***Terminals*** ***(F27) No. 8 — (F27) No. 9:***	Is the resistance less than 1 Ω?	Go to step **29**.	Replace the fan mode relay.

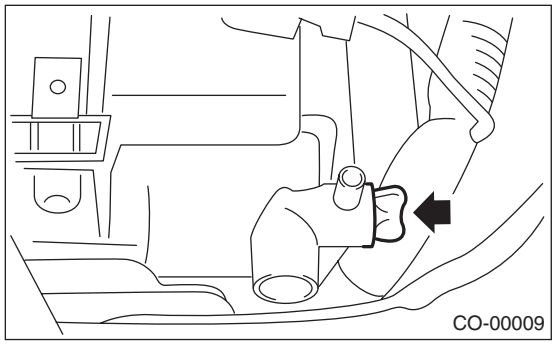
3. Engine Coolant

A: REPLACEMENT

1. DRAINING OF ENGINE COOLANT

1) Set the vehicle on a lift.
2) Lift up the vehicle.
3) Remove the under cover.
4) Remove the drain cock to drain engine coolant into container.

NOTE:
Remove the radiator cap so that engine coolant will drain faster.



5) Install the drain cock.

2. FILLING OF ENGINE COOLANT

1) Fill cooling system conditioner into the filler neck of the radiator (the filler neck of the coolant filler tank on turbo models).

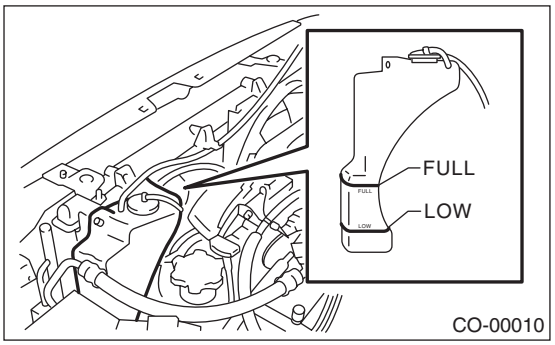
Cooling system protecting agent:
<Ref. to CO(H4SO)-2, SPECIFICATION, General Description.>

2) Fill engine coolant into the filler neck of the radiator (the filler neck of the coolant filler tank on turbo models) up to the filler neck position.

Recommended engine coolant:
Refer to "SPECIFICATION" for the recommended engine coolant. <Ref. to CO(H4SO)-2, SPECIFICATION, General Description.>

Coolant level:
Refer to "SPECIFICATION" for the amount of engine coolant. <Ref. to CO(H4SO)-2, SPECIFICATION, General Description.>

3) Fill engine coolant into the reservoir tank up to "FULL" level.



4) Close the radiator cap (on non-turbo models) or the coolant filler tank cap (on turbo models), start the engine and race 5 to 6 times at 3,000 rpm or less, then stop the engine. (Complete this operation within 40 seconds.)
5) Wait for one minute after the engine stops, then open the radiator cap (on non-turbo models) or the coolant filler tank cap (on turbo models). If the engine coolant level drops, add engine coolant into the radiator filler neck (on non-turbo models) or the coolant filler tank filler neck (on turbo models) up to the filler neck position.
6) Perform the procedures 4) and 5) again.
7) Close the radiator cap (on non-turbo models) or the coolant filler tank cap (on turbo models), and the reservoir tank cap.
8) Start the engine and operate the heater at maximum hot position and the blower speed setting to "LO".
9) Run the engine at 2,000 rpm or less until radiator fan starts and stops.

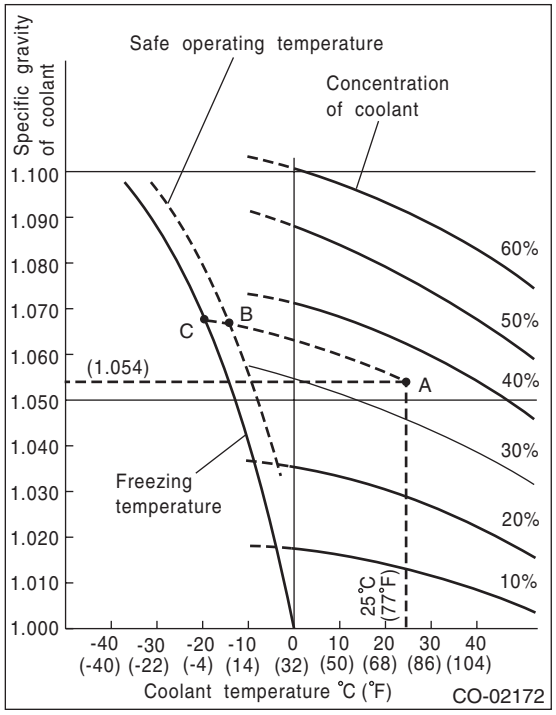
NOTE:
Be careful with the engine coolant temperature gauge to prevent overheating.
10) Stop the engine and wait until the engine coolant temperature lowers to 30°C (86°F).
11) Open the radiator cap (on non-turbo models) or the coolant filler tank cap (on turbo models). If the engine coolant level drops, add engine coolant into the radiator filler neck (on non-turbo models) or the coolant filler tank filler neck (on turbo models) up to the filler neck position.
Then, pour the coolant into reservoir tank up to "FULL" level.
12) Close the radiator cap (on non-turbo models) or the coolant filler tank cap (on turbo models), and the reservoir tank cap.
13) Set the heater setting to maximum hot position and the blower speed setting to "LO" and start the engine. Perform racing at less than 3,000 rpm. If the flowing sound is heard at this time in the heater core, perform the procedures from 9) again.

B: INSPECTION

1. RELATIONSHIP OF ENGINE COOLANT CONCENTRATION AND FREEZING TEMPERATURE

The concentration and safe operating temperature of engine coolant is shown in Diagram 1. Measuring the temperature and specific gravity of the coolant will provide this information.
[Example]
If the coolant temperature is 25°C (77°F) and its specific gravity is 1.054, the concentration is 35% (point A), the safe operating temperature is –14°C (7°F) (point B), and the freezing temperature is –20°C (–4°F) (point C).

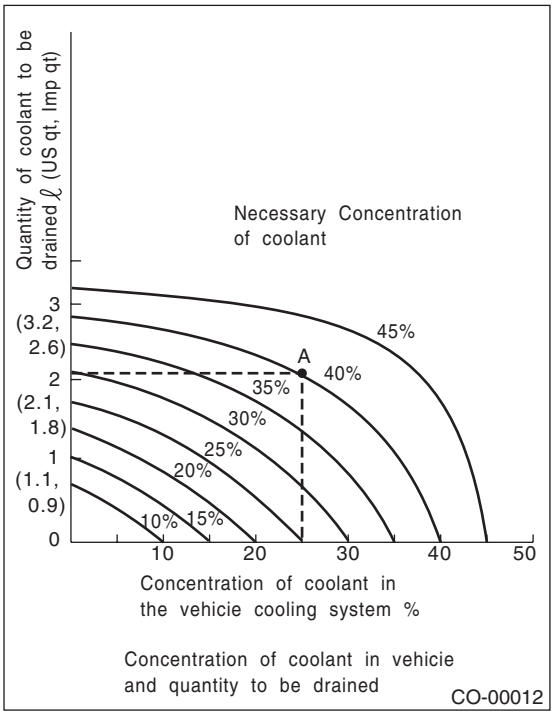
- Diagram 1



2. PROCEDURE TO ADJUST THE CONCENTRATION OF THE ENGINE COOLANT

To adjust the concentration of engine coolant according to temperatures, find the proper fluid concentration in Diagram 1 and replace the necessary amount of coolant with an undiluted solution of engine coolant (concentration 50%).
The amount of engine coolant that should be replaced can be determined using Diagram 2.
[Example]
Assume that the engine coolant concentration must be increased from 25% to 40%. Find point A, where the 25% line of engine coolant concentration intersects with the 40% curve of the necessary engine coolant concentration, and read the scale on the vertical axis of the graph at height A. In this case, the amount of engine coolant to be drained is 2.1 ℓ (2.2 US qt, 1.8 Imp qt). Drain 2.1 ℓ (2.2 US qt, 1.8 Imp qt) of engine coolant from the cooling system and add 2.1 ℓ (2.2 US qt, 1.8 Imp qt) of the undiluted solution of engine coolant.
If a coolant concentration of 50% is needed, drain all the coolant and refill with the undiluted solution only.

- Diagram 2

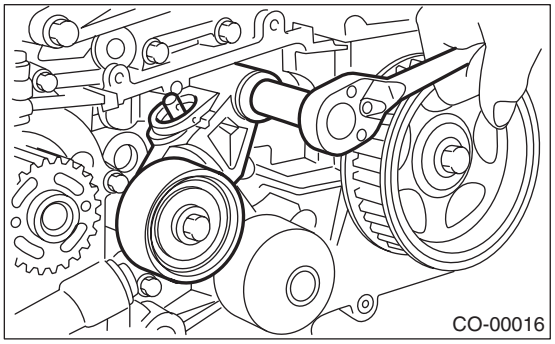


4. Water Pump

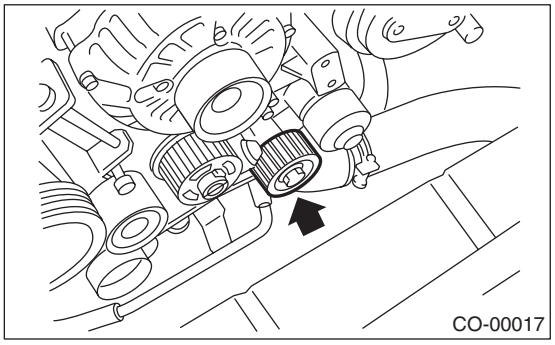
A: REMOVAL

1. NON-TURBO MODEL

1) Remove the radiator. <Ref. to CO(H4SO)-25, REMOVAL, Radiator.>
2) Remove the V-belts.
<Ref. to ME(H4SO)-41, REMOVAL, V-belt.>
3) Remove the crank pulley. <Ref. to ME(H4SO)-43, REMOVAL, Crank Pulley.>
4) Remove the timing belt.
<Ref. to ME(H4SO)-45, TIMING BELT, REMOVAL, Timing Belt.>
5) Remove the automatic belt tension adjuster.

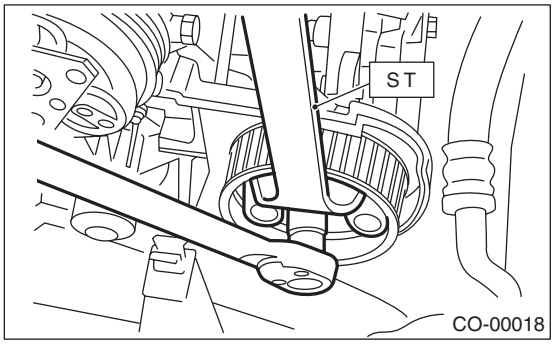

CO-00016

6) Remove the belt idler No. 2.


CO-00017

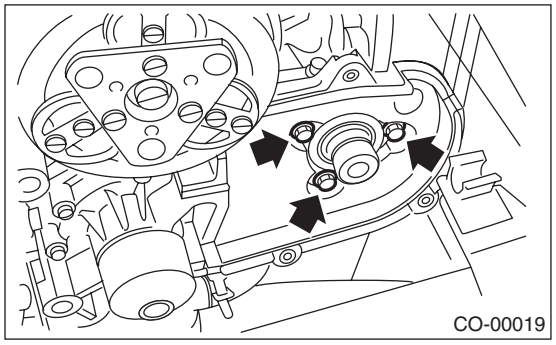
7) Remove the cam sprocket (LH) using ST.
ST 18231AA010 CAM SPROCKET WRENCH

NOTE:
CAM SPROCKET WRENCH (499207100) can also be used.

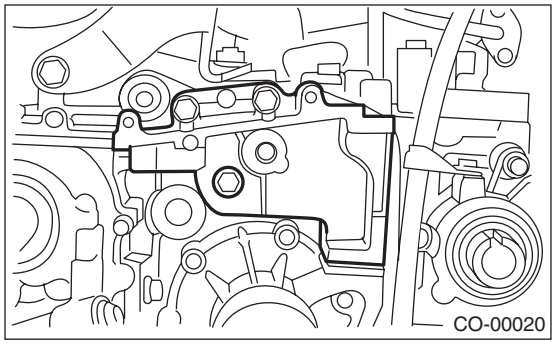


CO-00018

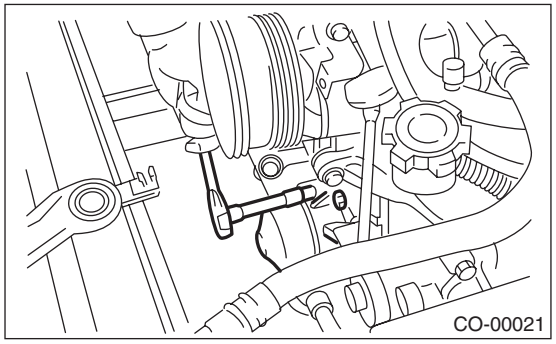
8) Remove the belt cover No. 2 (LH).


CO-00019

9) Remove the tensioner bracket.

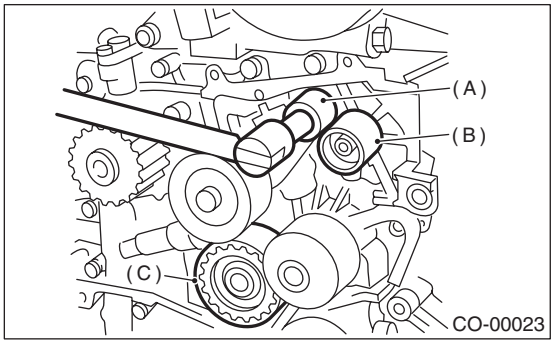

CO-00020

10) Disconnect the hose from water pump.
11) Remove the water pump.

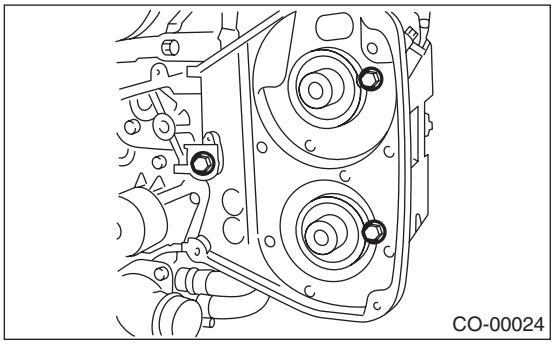

CO-00021

2. TURBO MODEL

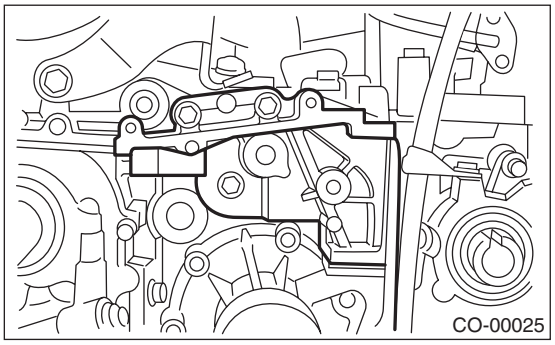
1) Remove the radiator. <Ref. to CO(H4SO)-25, REMOVAL, Radiator.>
2) Remove the V-belts. <Ref. to ME(H4DOTC)-39, REMOVAL, V-belt.>
3) Remove the crank pulley. <Ref. to ME(H4DOTC)-41, REMOVAL, Crank Pulley.>
4) Remove the timing belt. <Ref. to ME(H4DOTC)-43, REMOVAL, Timing Belt.>
5) Remove the automatic belt tension adjuster (A).
6) Remove the belt idler (B).
7) Remove the belt idler No. 2 (C).



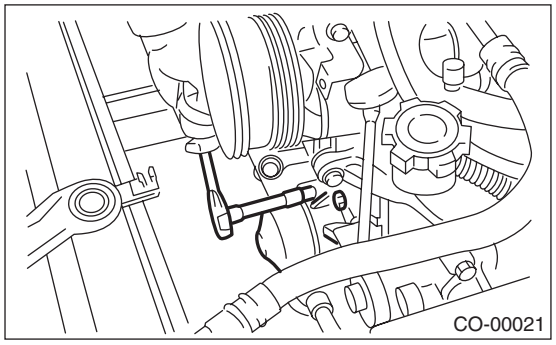
8) Remove the cam sprocket (LH) using ST. <Ref. to ME(H4DOTC)-52, REMOVAL, Cam Sprocket.>
9) Remove the belt cover No. 2 (LH).



10) Remove the tensioner bracket.



11) Disconnect the hose from water pump.
12) Remove the water pump.



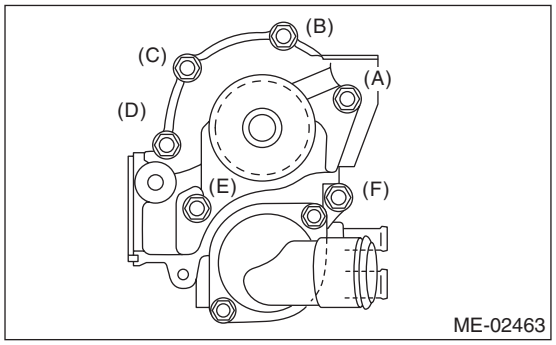
B: INSTALLATION

1. NON-TURBO MODEL

1) Install the water pump onto cylinder block (LH).

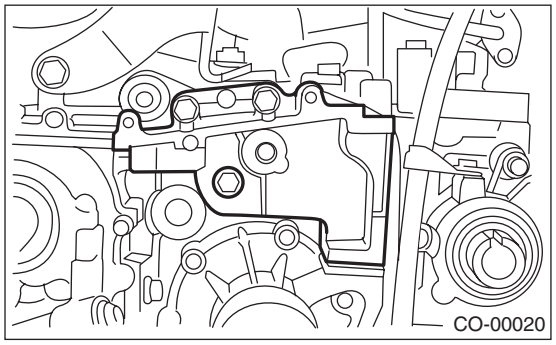
NOTE:
- Replace with a new gasket.
- When installing the water pump, tighten the bolts in two stages in alphabetical sequence as shown in figure.

Tightening torque:
First:
12 N·m (1.2 kgf-m, 8.9 ft-lb)
Second:
12 N·m (1.2 kgf-m, 8.9 ft-lb)



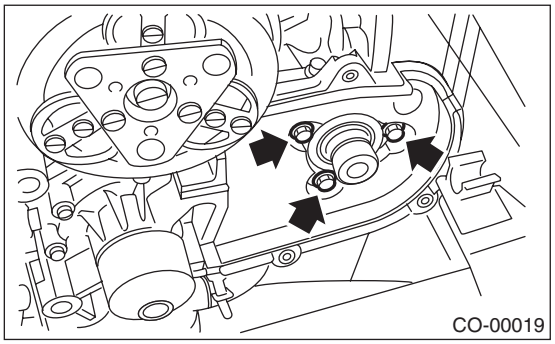
2) Install the hose to water pump.
3) Install the tensioner bracket.

Tightening torque:
24.5 N·m (2.5 kgf-m, 18.1 ft-lb)



4) Install the belt cover No. 2 (LH).

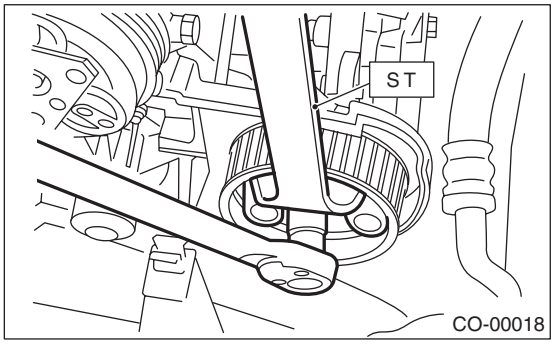
Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)



5) Install the cam sprocket (LH) using ST.
ST 18231AA010 CAM SPROCKET WRENCH

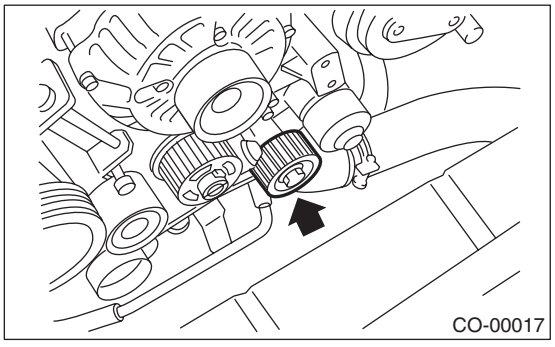
NOTE:
CAM SPROCKET WRENCH (499207100) can also be used.

Tightening torque:
78 N·m (8.0 kgf-m, 57.5 ft-lb)



6) Install the belt idler No. 2.

Tightening torque:
39 N·m (4.0 kgf-m, 28.8 ft-lb)



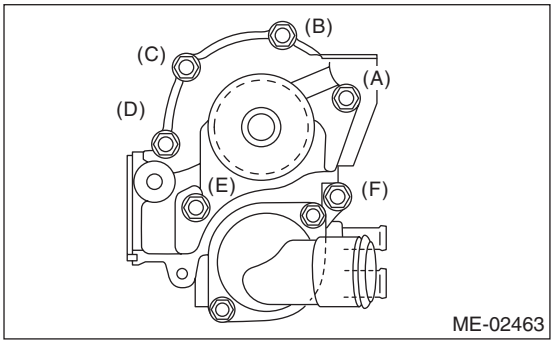
7) Install an automatic belt tension adjuster with the tension rod held by a pin. <Ref. to ME(H4SO)-46, AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY AND BELT IDLER, INSTALLATION, Timing Belt.>
8) Install the timing belt. <Ref. to ME(H4SO)-47, TIMING BELT, INSTALLATION, Timing Belt.>
9) Install the crank pulley. <Ref. to ME(H4SO)-43, INSTALLATION, Crank Pulley.>
10) Install the V-belts. <Ref. to ME(H4SO)-41, INSTALLATION, V-belt.>
11) Install the radiator. <Ref. to CO(H4SO)-27, INSTALLATION, Radiator.>

2. TURBO MODEL

1) Install the water pump onto cylinder block (LH).

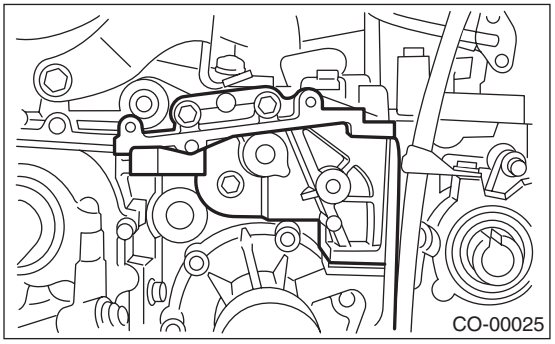
NOTE:
- Replace with a new gasket.
- When installing the water pump, tighten the bolts in two stages in alphabetical sequence as shown in figure.

Tightening torque:
First:
12 N·m (1.2 kgf-m, 8.9 ft-lb)
Second:
12 N·m (1.2 kgf-m, 8.9 ft-lb)



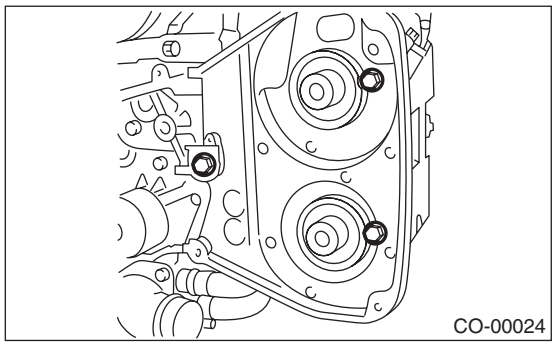
2) Install the hose to water pump.
3) Install the tensioner bracket.

Tightening torque:
24.5 N·m (2.5 kgf-m, 18.1 ft-lb)



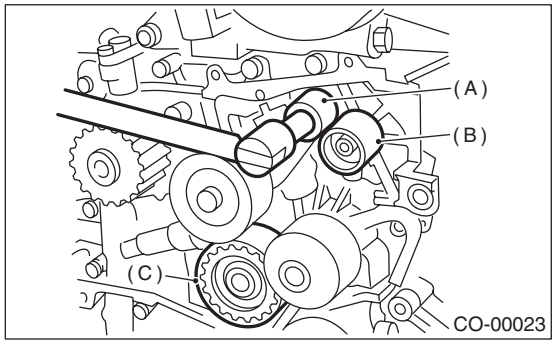
4) Install the belt cover No. 2 (LH).

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)



5) Install the cam sprocket (LH) using ST. <Ref. to ME(H4DOTC)-52, INSTALLATION, Cam Sprocket.>
6) Install the belt idler No. 2 (C).
7) Install the belt idler (B).
8) Install the automatic belt tension adjuster (A) with the tension rod held by a pin. <Ref. to ME(H4DOTC)-45, AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY AND BELT IDLER, INSTALLATION, Timing Belt.>

Tightening torque:
39 N·m (4.0 kgf-m, 28.8 ft-lb)

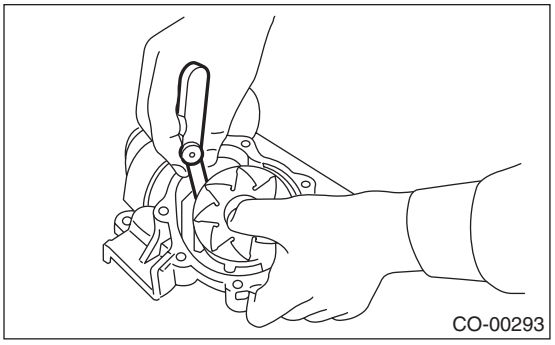


9) Install the timing belt. <Ref. to ME(H4DOTC)-46, TIMING BELT, INSTALLATION, Timing Belt.>
10) Install the crank pulley. <Ref. to ME(H4DOTC)-41, INSTALLATION, Crank Pulley.>
11) Install the V-belts. <Ref. to ME(H4DOTC)-39, INSTALLATION, V-belt.>
12) Install the radiator. <Ref. to CO(H4SO)-27, INSTALLATION, Radiator.>

C: INSPECTION

1) Check the water pump bearing for smooth rotation.
2) Check the water pump pulley for abnormalities.
3) Make sure the impeller is not deformed or damaged.
4) Inspect the clearance between impeller and pump case.

Clearance between impeller and pump case:
Specification
0.5 — 1.5 mm (0.020 — 0.060 in)

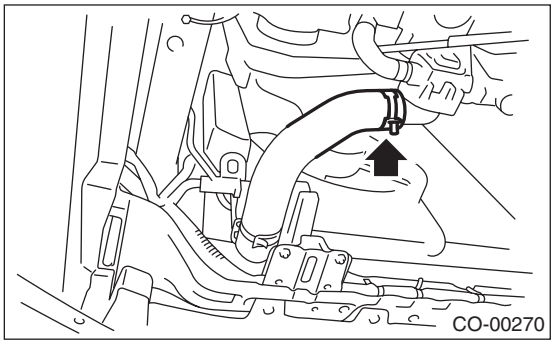


5) After water pump installation, check pulley shaft for engine coolant leaks and noise. If a leak or noise is noted, replace the water pump assembly.

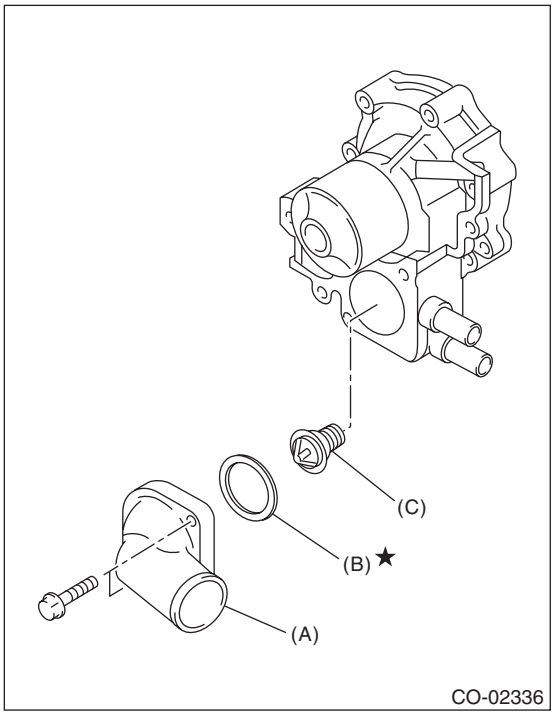
5. Thermostat

A: REMOVAL

1) Set the vehicle on a lift.
2) Lift up the vehicle.
3) Remove the under cover.
4) Drain engine coolant completely. <Ref. to CO(H4SO)-17, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
5) Disconnect the radiator outlet hose from thermostat cover.



6) Remove the thermostat cover, and then remove the gasket and thermostat.



(A) Thermostat cover
(B) Gasket
(C) Thermostat

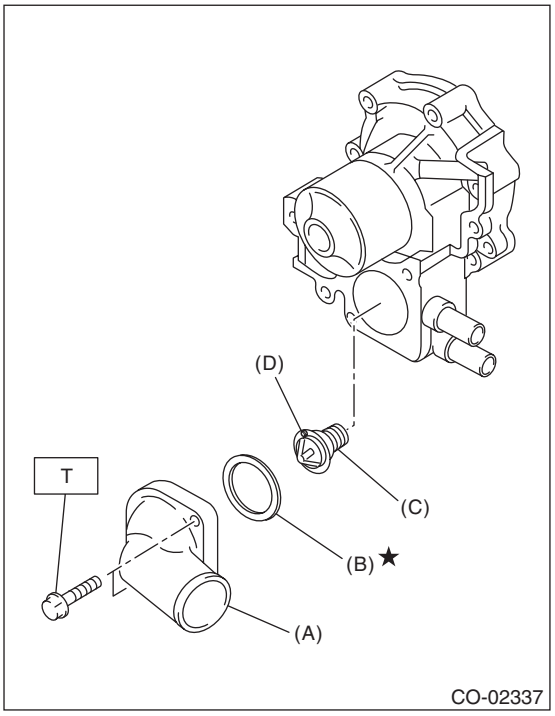
B: INSTALLATION

1) Install the gasket on thermostat.

NOTE:
Use a new gasket.
2) Install the thermostat and the thermostat cover.

NOTE:
Install the jiggle pin facing upward.

Tightening torque:
12 N·m (1.2 kgf-m, 8.9 ft-lb)



(A) Thermostat cover
(B) Gasket
(C) Thermostat
(D) Jiggle pin

3) Connect the radiator outlet hose to thermostat cover.
4) Install the under cover.
5) Lower the vehicle.
6) Fill engine coolant. <Ref. to CO(H4SO)-17, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

C: INSPECTION

Replace the thermostat if the valve does not close completely at an ambient temperature or if the following test shows unsatisfactory results.

• Inspection method

Immerse the thermostat and a thermometer in water. Raise water temperature gradually, and measure the temperature and valve lift when the valve begins to open and when the valve is fully opened. During the test, agitate the water for even temperature distribution. The measured value should meet the specification.

NOTE:

• Leave the thermostat in the boiling water for more than five minutes before measuring valve lift.

• Hold the thermostat with a wire or the like to avoid contacting with container bottom.

Starting temperature to open:

Non-turbo model

80 — 84°C (176 — 183°F)

Turbo model

76 — 80°C (169 — 176°F)

Fully opens:

Non-turbo model

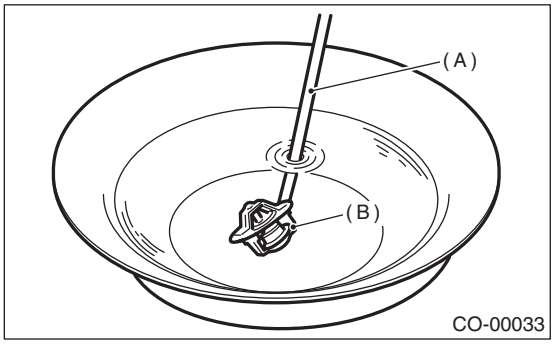
95°C (203°F)

Turbo model

91°C (196°F)

Valve lift:

9.0 mm (0.354 in) or more



(A) Thermometer

(B) Thermostat

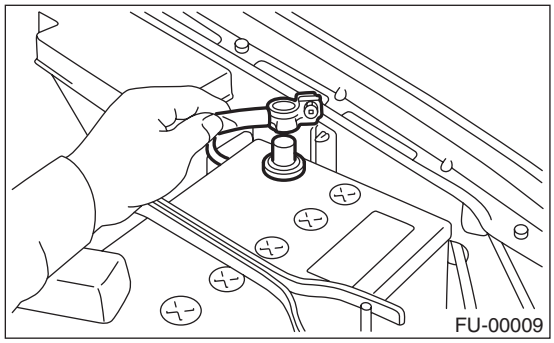
6. Radiator

A: REMOVAL

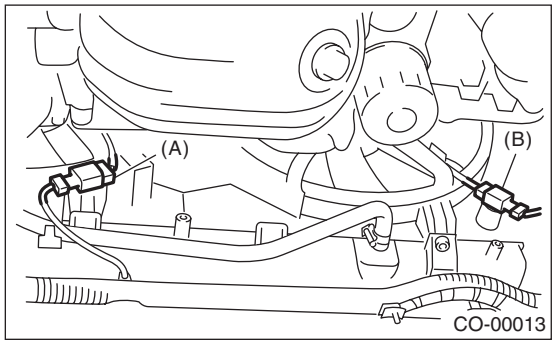
1. NON-TURBO MODEL

CAUTION:
The radiator is pressurized. Wait until engine cools down before working on the radiator.

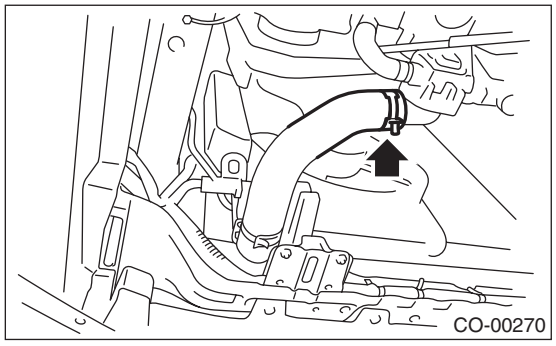
1) Set the vehicle on a lift.
2) Disconnect the ground cable from the battery.



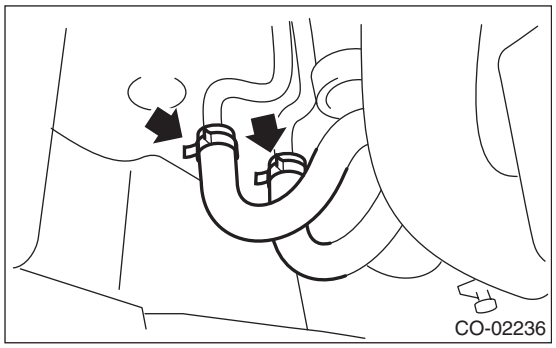
3) Lift up the vehicle.
4) Remove the under cover.
5) Drain engine coolant completely. <Ref. to CO(H4SO)-17, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
6) Disconnect the connectors of radiator main fan (A) and sub fan motor (B).



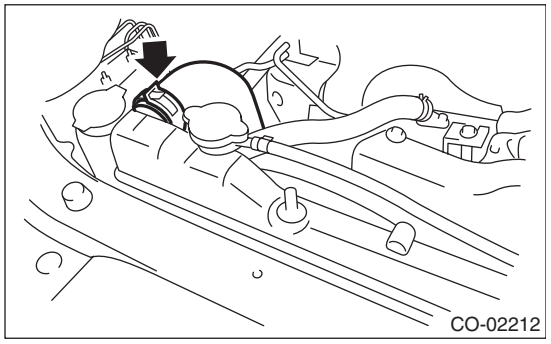
7) Disconnect the radiator outlet hose from thermostat cover.



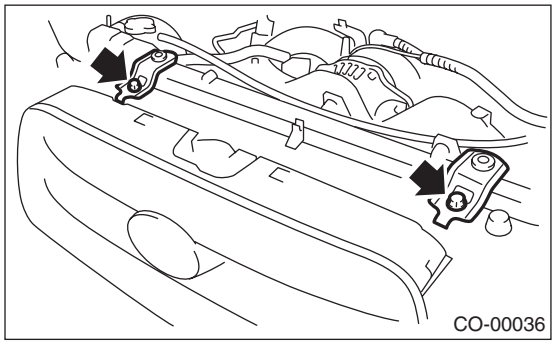
8) Disconnect the ATF hoses from ATF pipes. (AT model) Apply the cap to the ATF pipe to prevent ATF leaks.



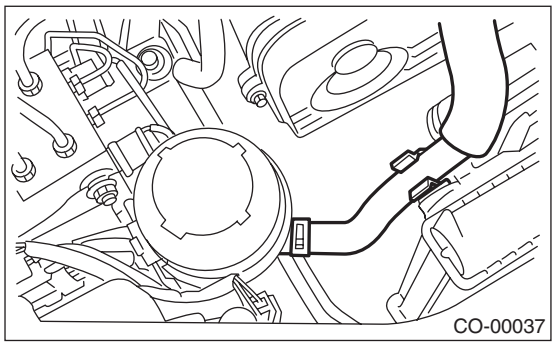
9) Lower the vehicle.
10) Disconnect the over flow hose.
11) Remove the reservoir tank. <Ref. to CO(H4SO)-39, REMOVAL, Reservoir Tank.>
12) Disconnect the radiator inlet hose from radiator.



13) Remove the radiator upper brackets.

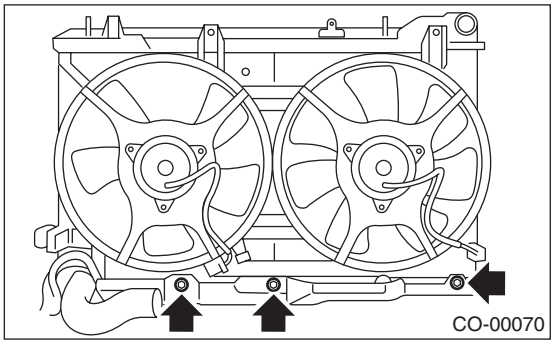


14) Detach the power steering hose from the clip on the radiator.



15) Lift the radiator up and away from vehicle.

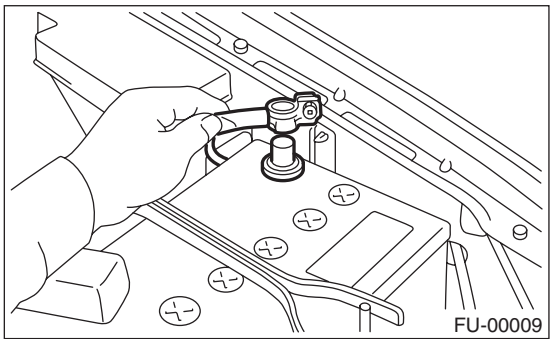
16) Remove the radiator under cover. (AT model)



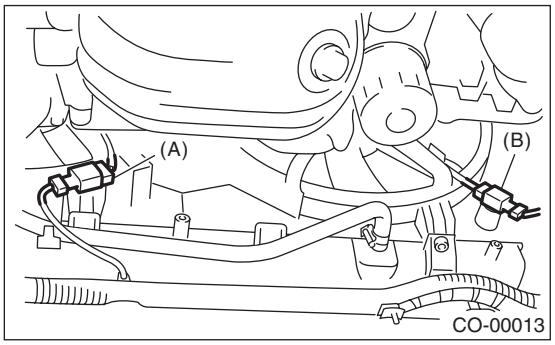
2. TURBO MODEL

CAUTION:
The radiator is pressurized. Wait until engine cools down before working on the radiator.

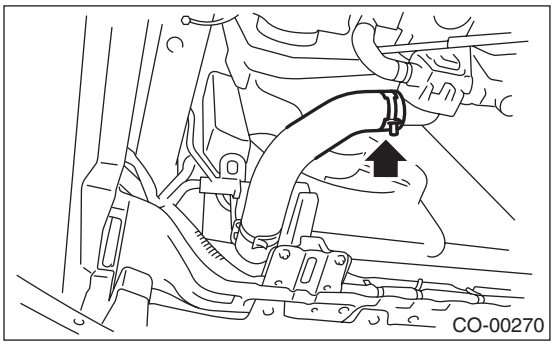
1) Set the vehicle on a lift.
2) Remove the collector cover.
3) Disconnect the ground cable from the battery.



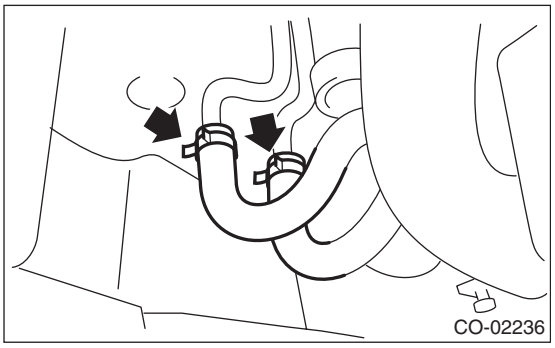
4) Lift up the vehicle.
5) Remove the under cover.
6) Drain engine coolant completely. <Ref. to CO(H4SO)-17, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
7) Disconnect the connectors of radiator main fan (A) and sub fan motor (B).



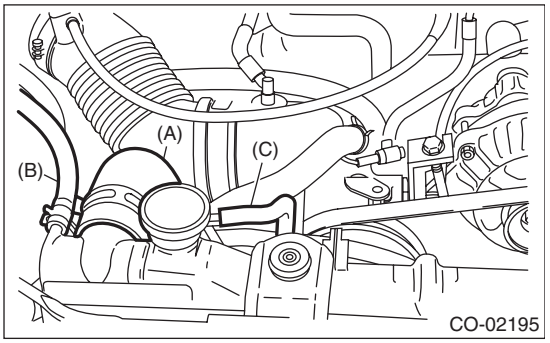
8) Disconnect the radiator outlet hose from thermostat cover.



9) Disconnect the ATF hoses from ATF pipes. (AT model)
Apply the cap to the ATF pipe to prevent ATF leaks.

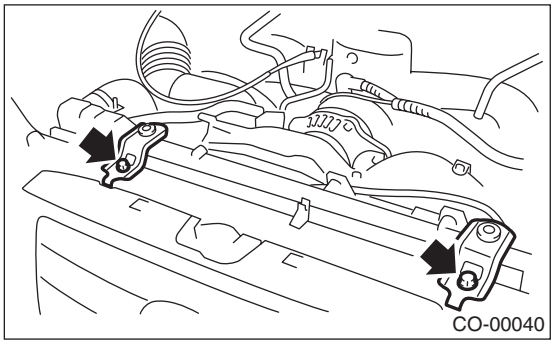


10) Lower the vehicle.
11) Remove the reservoir tank. <Ref. to CO(H4SO)-39, REMOVAL, Reservoir Tank.>
12) Disconnect the radiator inlet hose, air breather hose and the overflow hose from radiator.

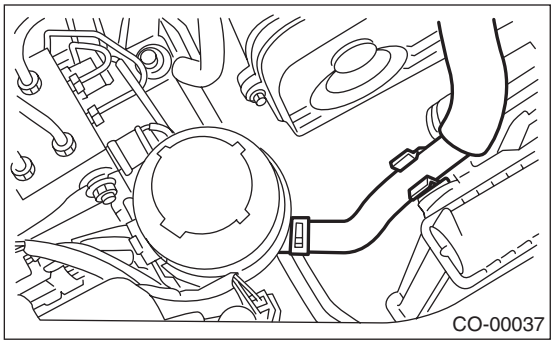


(A) Radiator inlet hose
(B) Air breather hose
(C) Over flow hose

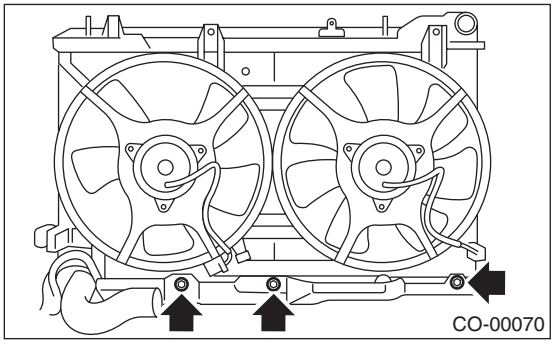
13) Remove the radiator upper brackets.



14) Disconnect the power steering hose from the clip on the radiator.



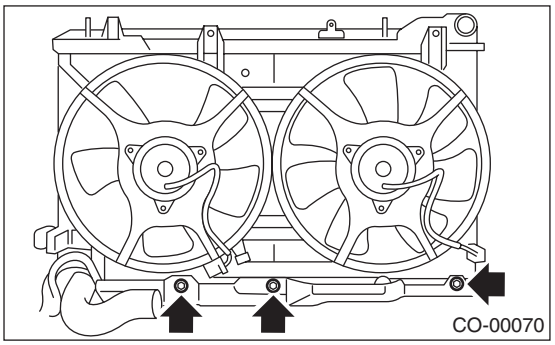
15) Lift the radiator up and away from vehicle.
16) Remove the radiator under cover. (AT model)



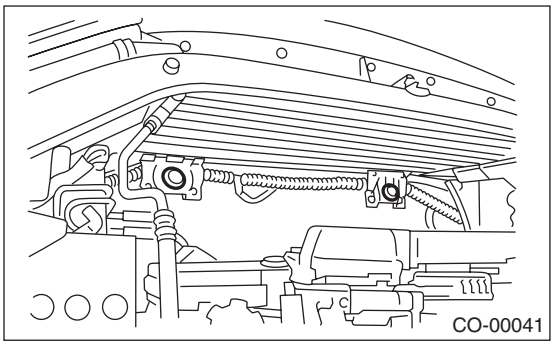
B: INSTALLATION

1. NON-TURBO MODEL

1) Attach the radiator under cover to the radiator. (AT model)



2) Attach the radiator lower cushion to the hole of the radiator lower bracket.

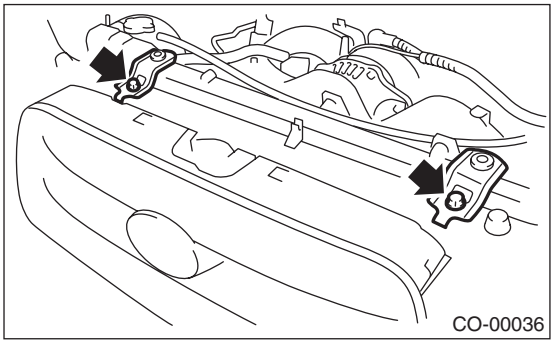


3) Install the radiator to vehicle.

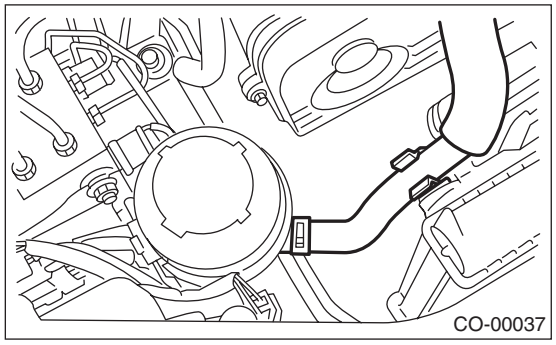
NOTE:
Make pins on the lower side of radiator be fitted into the radiator lower cushions on body side.

4) Install the radiator upper brackets and tighten the bolts.

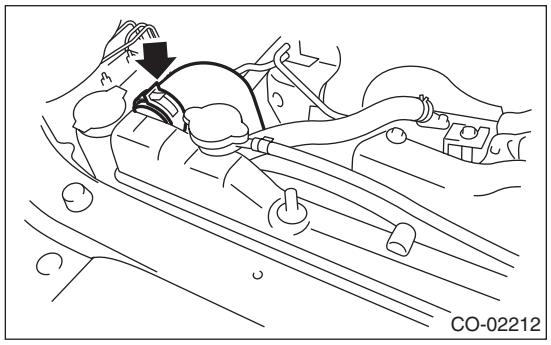
Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



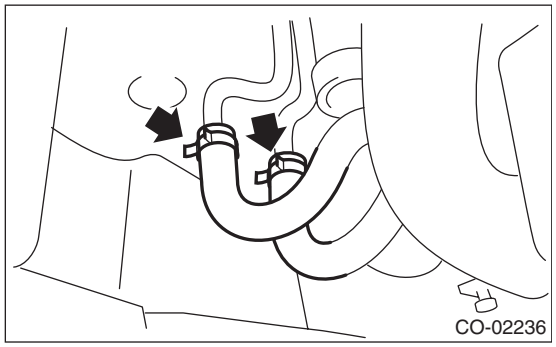
5) Attach the power steering hose to the radiator.



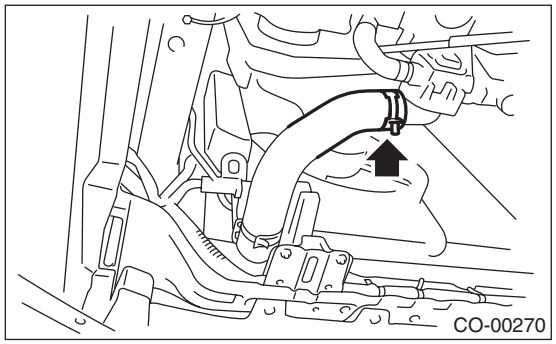
6) Connect the radiator inlet hose.



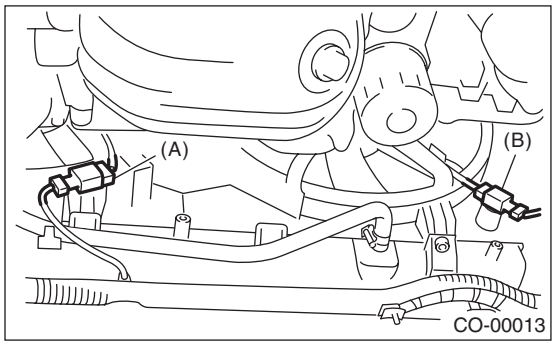
7) Install the reservoir tank. <Ref. to CO(H4SO)-39, INSTALLATION, Reservoir Tank.>
8) Connect the over flow hose.
9) Lift up the vehicle.
10) Connect the ATF hoses. (AT model)



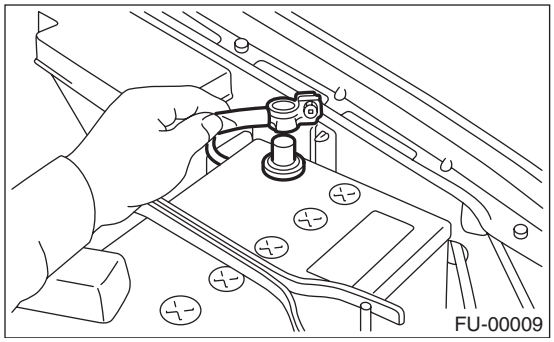
11) Connect the radiator outlet hose.



12) Connect the connectors to the radiator main fan motor (A) and sub fan motor (B).



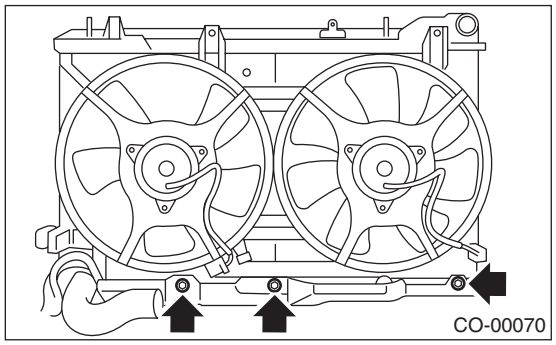
13) Install the under cover.
14) Lower the vehicle.
15) Connect the ground cable to the battery.



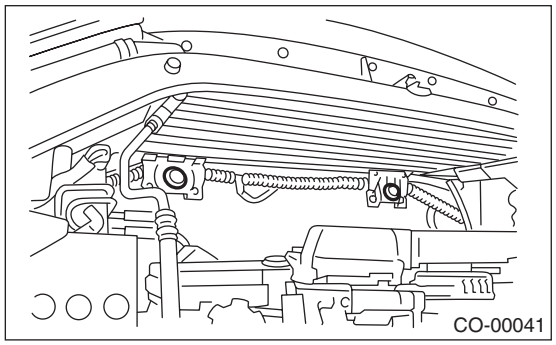
16) Fill engine coolant. <Ref. to CO(H4SO)-17, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
17) Check the ATF level. <Ref. to 4AT-28, INSPECTION, Automatic Transmission Fluid.>

2. TURBO MODEL

1) Attach the radiator under cover to the radiator. (AT model)



2) Attach the radiator lower cushion to the hole of the radiator lower bracket.

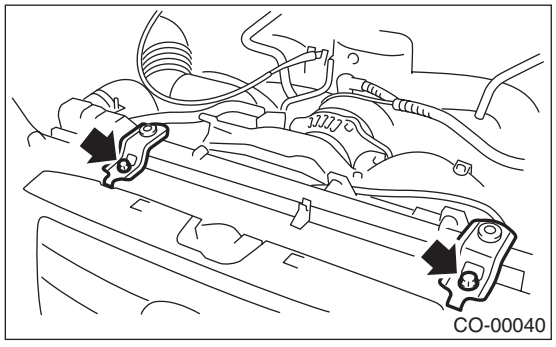


3) Install the radiator to vehicle.

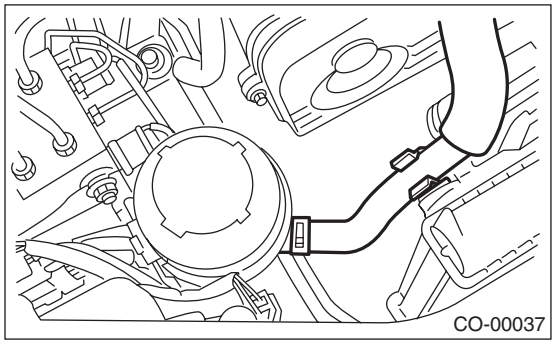
NOTE:
Make pins on the lower side of radiator be fitted into the radiator lower cushions on body side.

4) Install the radiator upper brackets and tighten the bolts.

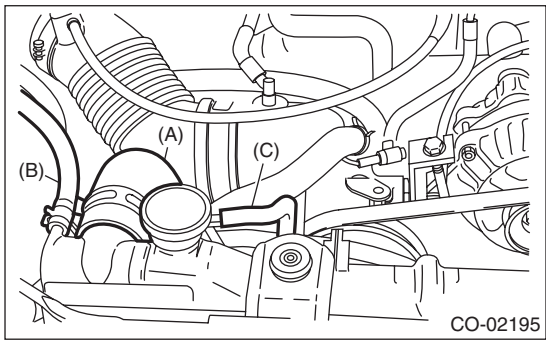
Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



5) Attach the power steering hose to the radiator.

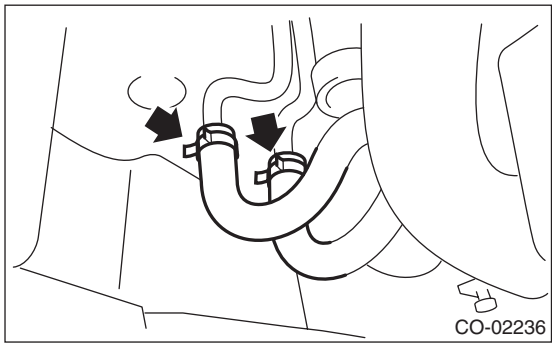


6) Connect the radiator inlet hose, air breather hose and the overflow hose (B).

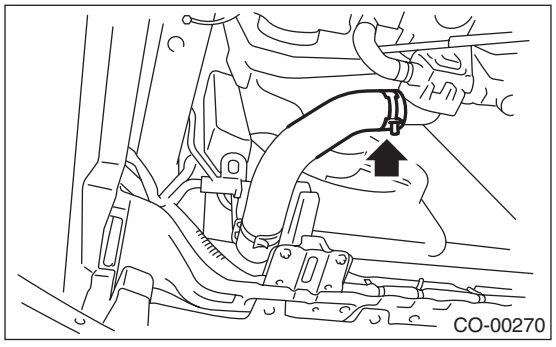


(A) Radiator inlet hose
(B) Air breather hose
(C) Over flow hose

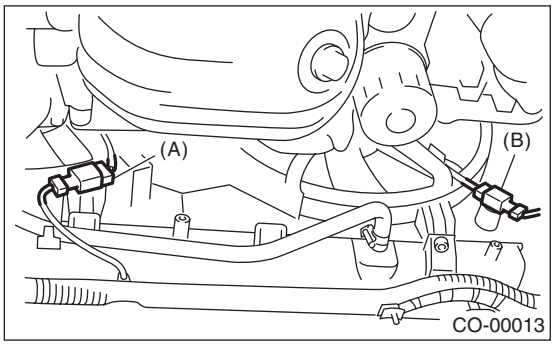
7) Install the reservoir tank. <Ref. to CO(H4SO)-39, INSTALLATION, Reservoir Tank.>
8) Lift up the vehicle.
9) Connect the ATF hoses. (AT model)



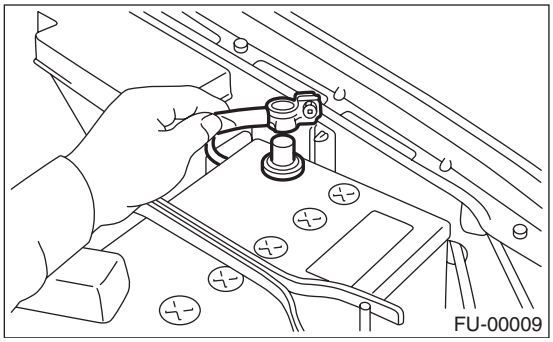
10) Connect the radiator outlet hose.



11) Connect the connectors to the radiator main fan motor (A) and sub fan motor (B).



12) Install the under cover.
13) Lower the vehicle.
14) Connect the ground cable to the battery.

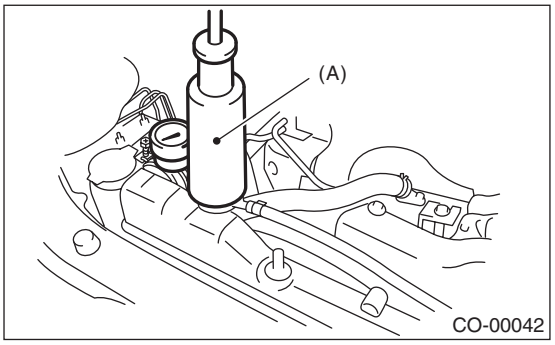


15) Fill engine coolant. <Ref. to CO(H4SO)-17, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
16) Check the ATF level. <Ref. to 4AT-28, INSPECTION, Automatic Transmission Fluid.>
17) Install the collector cover.

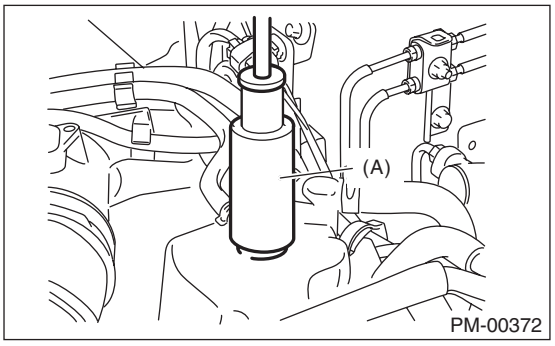
C: INSPECTION

1) Remove the radiator cap (for Non-turbo model) or the coolant filler tank cap (for turbo model), and fill the engine coolant, and then install the tester (A) to the installation position of cap.

- Non-turbo model



- Turbo model



2) Apply the following pressure to the radiator and check the following items.

CAUTION:
• Inspection must be carried out at the side of coolant filler tank, not at the side of radiator. (Turbo model)
• Engine should be turned off.
• Wipe engine coolant from check points in advance.
• Be careful to prevent engine coolant from spurting out when removing tester.
• Be careful not to deform the filler neck of radiator when installing and removing the tester.

Non-turbo model
157 kPa (1.6 kg/cm², 23 psi)

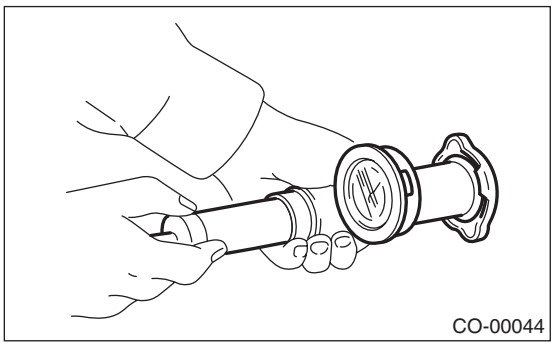
Turbo model
122 kPa (1.2 kg/cm², 18 psi)

- Leak from radiator or its vicinity.
- Leak from hose or vicinity of the connection.

7. Radiator Cap

A: INSPECTION

1) Attach the radiator cap to tester.



2) Increase pressure until the tester gauge pointer stops. Radiator cap is functioning properly if it holds the service limit pressure for 5 — 6 seconds. If the valve opened at the service limit or less, replace the cap.

Non-turbo model radiator side and turbo model coolant filler tank side

Standard:
93 — 123 kPa
(0.95 — 1.25 kgf/cm^2, 14 — 18 psi)
Service limit:
83 kPa (0.85 kgf/cm^2, 12 psi)

Radiator side on turbo models

Standard:
122 — 152 kPa
(1.24 — 1.55 kgf/cm^2, 18 — 22 psi)
Service limit:
112 kPa (1.14 kgf/cm^2, 16 psi)

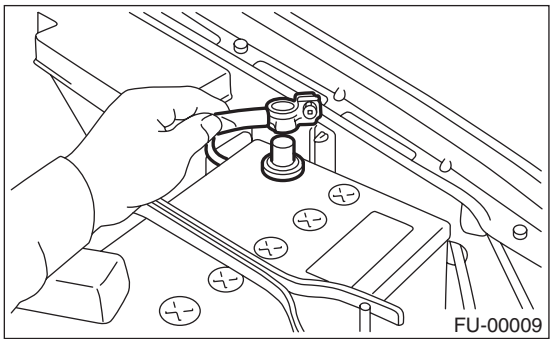
CAUTION:
• Be sure to remove foreign matter and rust from the cap in advance. Otherwise, results of pressure test will be incorrect.
• Do not confuse the cap of coolant filler tank and cap of radiator.

8. Radiator Main Fan and Fan Motor

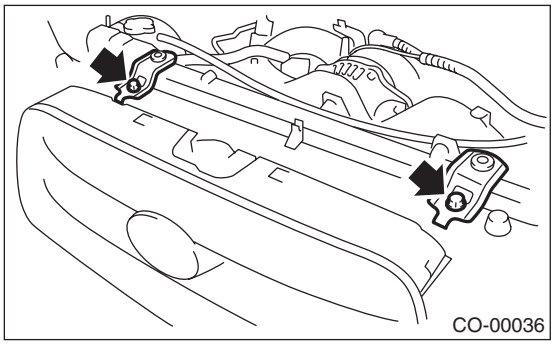
A: REMOVAL

1. NON-TURBO MODEL

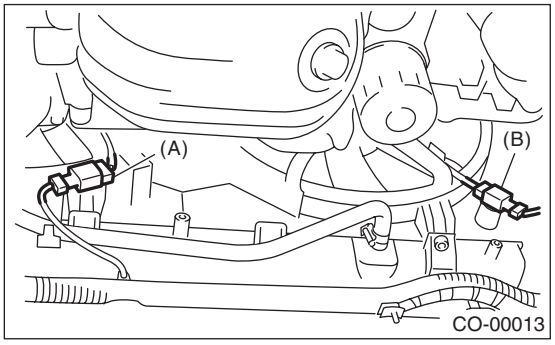
1) Set the vehicle on a lift.
2) Disconnect the ground cable from the battery.



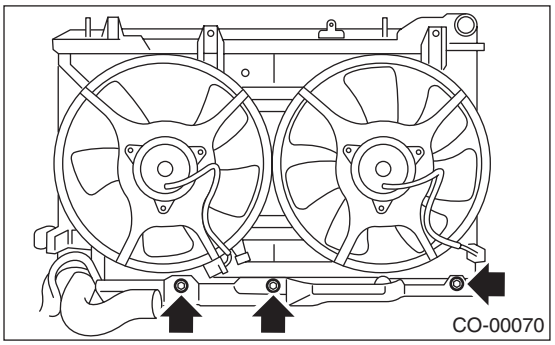
3) Remove the radiator upper brackets. (AT model)



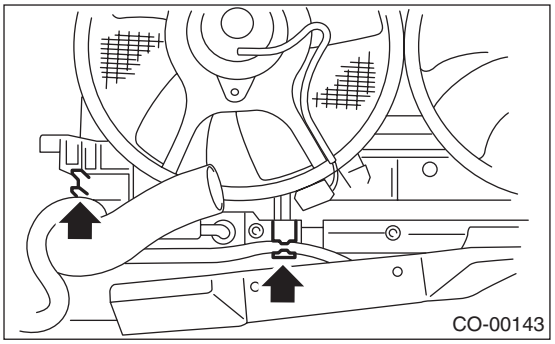
4) Lift up the vehicle.
5) Remove the under cover.
6) Drain approximately 1 ℓ (1.06 US qt, 0.88 Imp qt) of engine coolant. <Ref. to CO(H4SO)-17, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
7) Disconnect the connectors of radiator main fan (A) and sub fan motor (B).



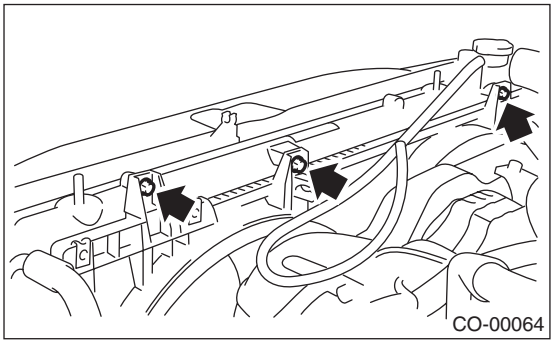
8) Remove the radiator under cover attaching bolts. (AT model)



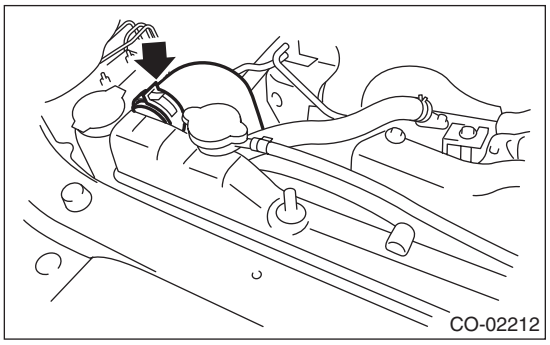
9) Lift the radiator outlet hose and float the radiator from the radiator under cover. Remove the ATF hose from 2 places on the clip of radiator fan motor assembly. (AT model)



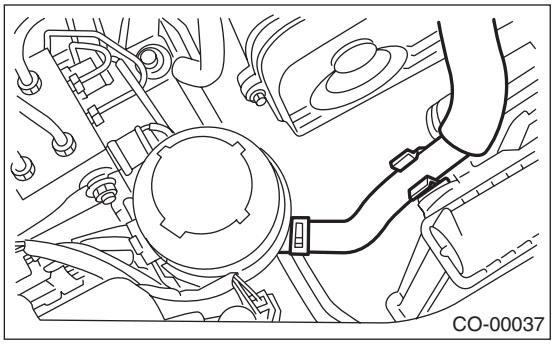
10) Lower the vehicle.
11) Remove the V-belt covers.
12) Disconnect the over flow hose.
13) Remove the reservoir tank. <Ref. to CO(H4SO)-39, REMOVAL, Reservoir Tank.>
14) Remove the mounting bolts from the radiator fan motor assembly.



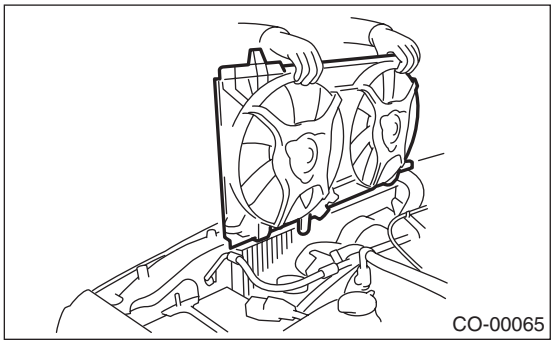
15) Disconnect the radiator inlet hose from radiator.



16) Detach the power steering hose from the clip on the radiator.

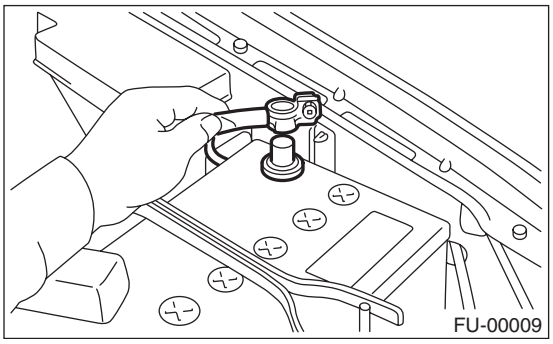


17) Lift the radiator fan motor assembly up and away from vehicle.

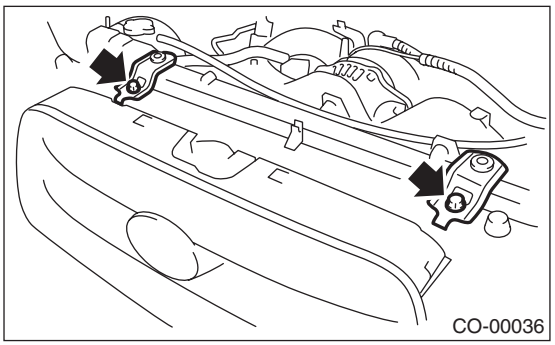


2. TURBO MODEL

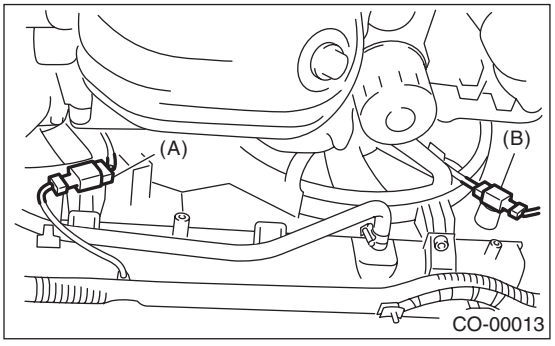
1) Set the vehicle on a lift.
2) Remove the collector cover.
3) Disconnect the ground cable from the battery.



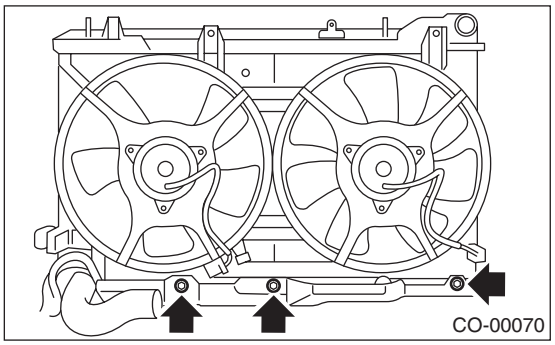
4) Remove the radiator upper brackets. (AT model)



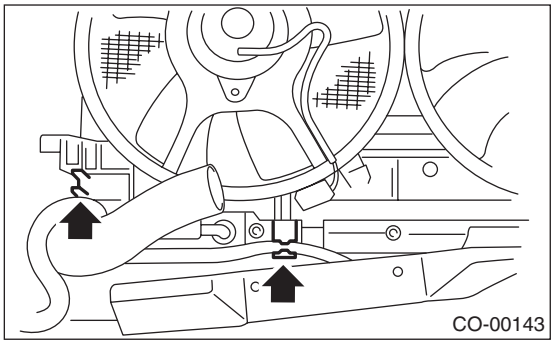
5) Lift up the vehicle.
6) Remove the under cover.
7) Drain approximately 1 ℓ (1.06 US qt, 0.88 Imp qt) of engine coolant. <Ref. to CO(H4SO)-17, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
8) Disconnect the connectors of radiator main fan motor connector (A) and sub fan motor connector (B).



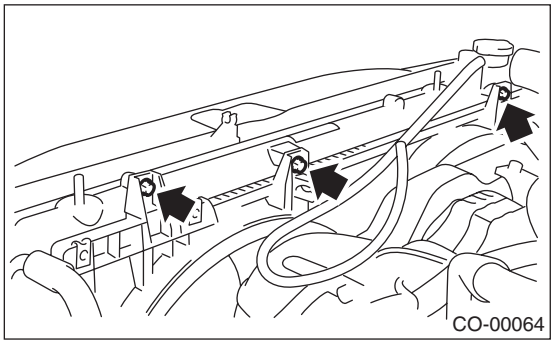
9) Remove the radiator under cover attaching bolts. (AT model)



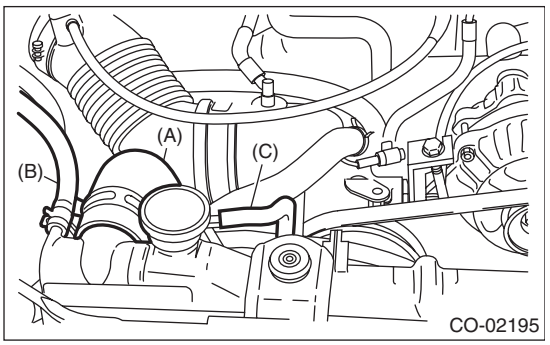
10) Lift the radiator outlet hose and float the radiator from the radiator under cover. Remove the ATF hose from 2 places on the clip of radiator fan motor assembly. (AT model)



11) Lower the vehicle.
12) Remove the reservoir tank. <Ref. to CO(H4SO)-39, REMOVAL, Reservoir Tank.>
13) Remove the mounting bolts from radiator main fan motor assembly.

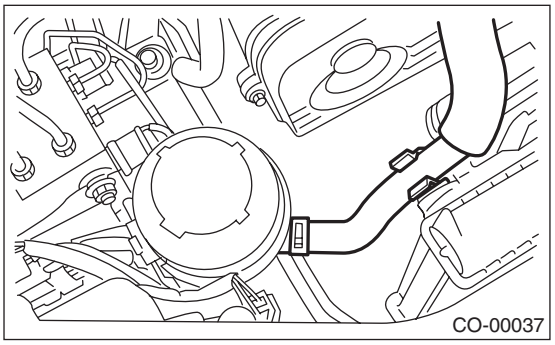


14) Disconnect the radiator inlet hose and the over flow hose.

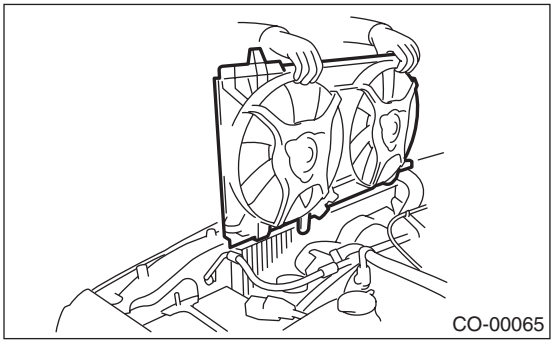


(A) Radiator inlet hose
(B) Air breather hose
(C) Over flow hose

15) Disconnect the power steering hose from the clip on the radiator.



16) Remove the radiator main fan motor assembly from vehicle.

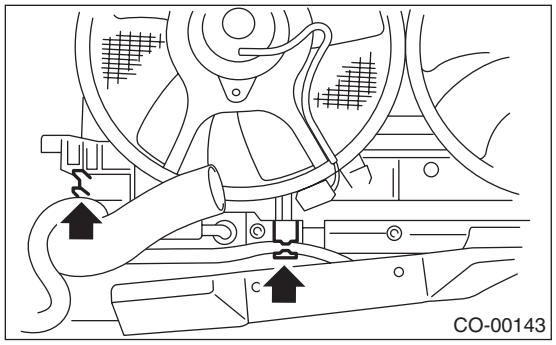


B: INSTALLATION

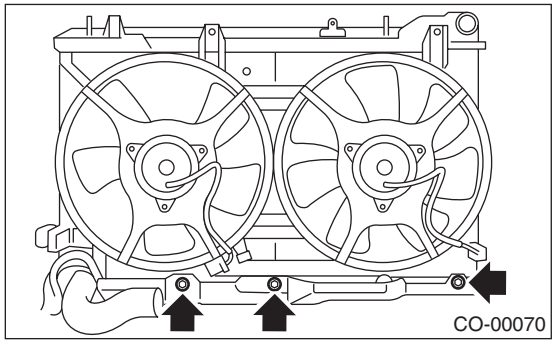
1. NON-TURBO MODEL

1) Install the radiator main fan motor assembly to the radiator.
2) Lift up the vehicle.
3) Lift the radiator outlet hose and float the radiator from the radiator under cover. Connect the ATF hose to 2 locations on the clip of radiator main fan motor assembly. (AT model)

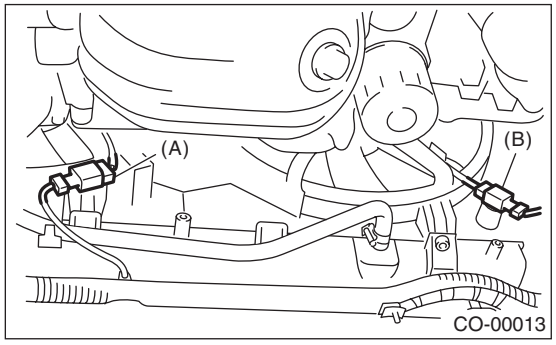
NOTE:
Make pins on the lower side of radiator be fitted into the vehicle side.


CO-00143

4) Tighten the attachment bolts of the radiator under cover. (AT model)

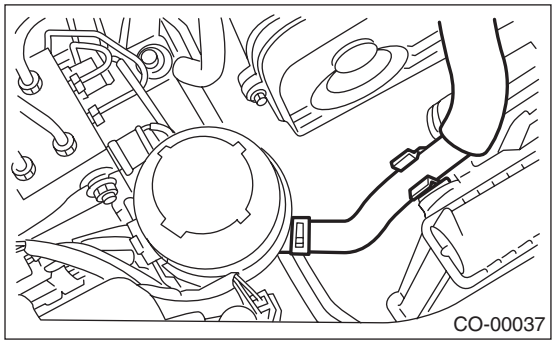

CO-00070

5) Connect the radiator main fan motor connector (A) and sub fan motor connector (B).

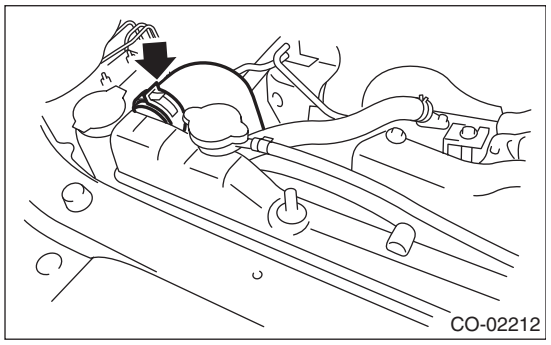


CO-00013

6) Install the under cover.
7) Lower the vehicle.
8) Attach the power steering hose to the radiator.

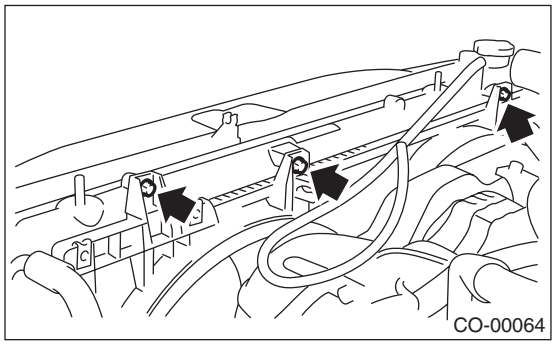

CO-00037

9) Connect the radiator inlet hose.

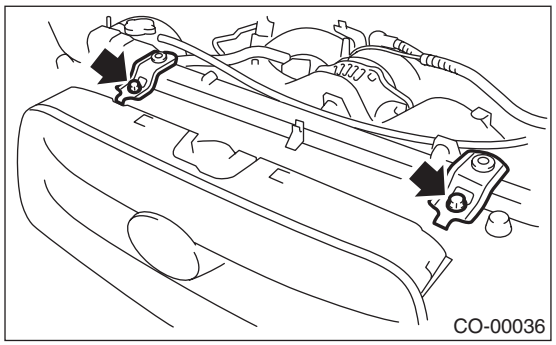

CO-02212

10) Install the mounting bolts to radiator main fan motor assembly.

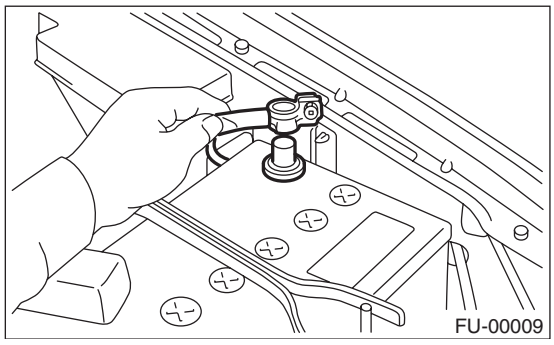
Tightening torque:
4.9 N·m (0.50 kgf-m, 3.6 ft-lb)


CO-00064

11) Install the reservoir tank. <Ref. to CO(H4SO)-39, INSTALLATION, Reservoir Tank.>
12) Install the over flow hose.
13) Install the radiator upper brackets. (AT model)


CO-00036

14) Connect the ground cable to the battery.

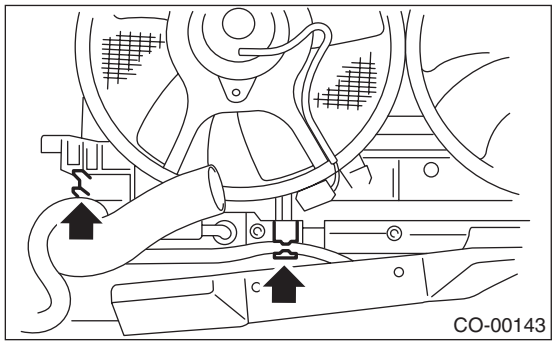


15) Fill engine coolant. <Ref. to CO(H4SO)-17, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

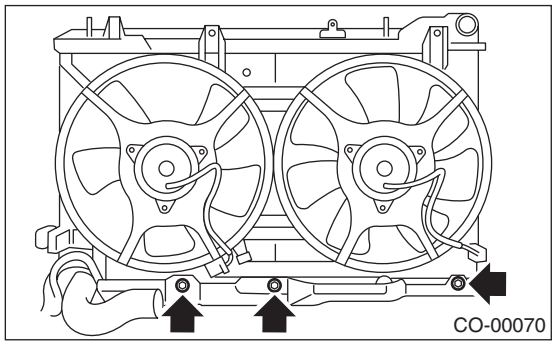
2. TURBO MODEL

1) Install the radiator main fan motor assembly to the radiator.
2) Lift up the vehicle.
3) Lift the radiator outlet hose and float the radiator from the radiator under cover. Connect the ATF hose to 2 locations on the clip of radiator main fan motor assembly. (AT model)

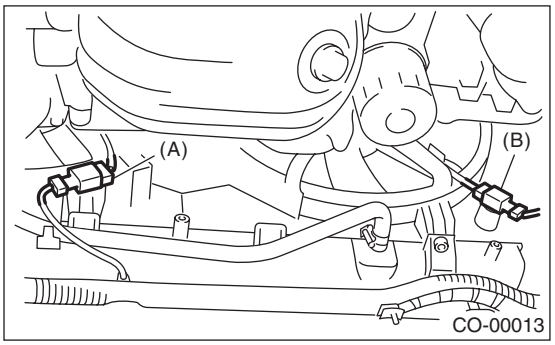
NOTE:
Make pins on the lower side of radiator be fitted into the vehicle side.



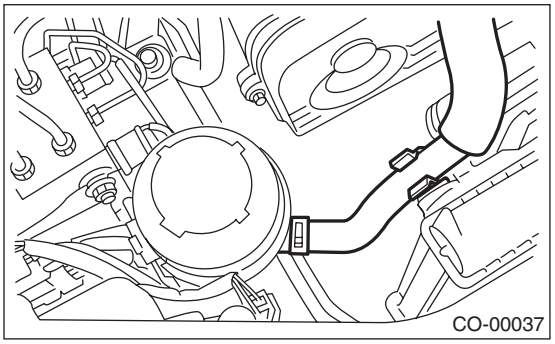
4) Tighten the attachment bolts of the radiator under cover. (AT model)



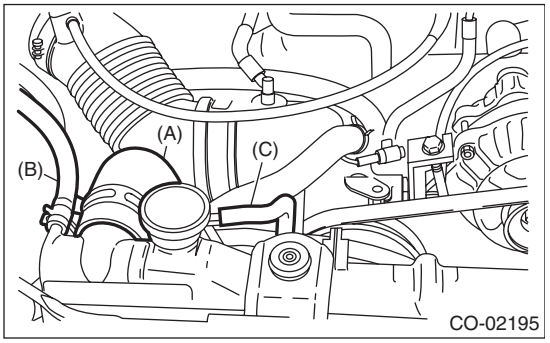
5) Connect the radiator main fan motor connector (A) and sub fan motor connector (B).



6) Install the under cover.
7) Lower the vehicle.
8) Connect the power steering hose to the clip on the radiator.



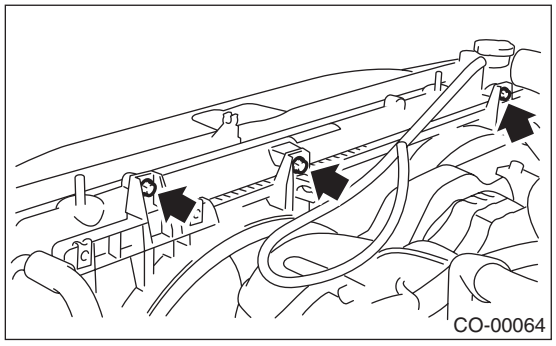
9) Connect the radiator inlet hose and the overflow hose to radiator.



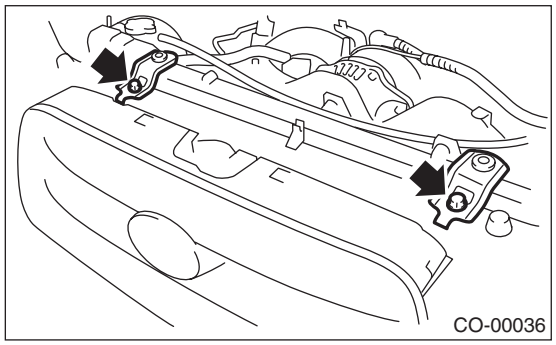
(A) Radiator inlet hose
(B) Air breather hose
(C) Over flow hose

10) Install the mounting bolts to radiator main fan motor assembly.

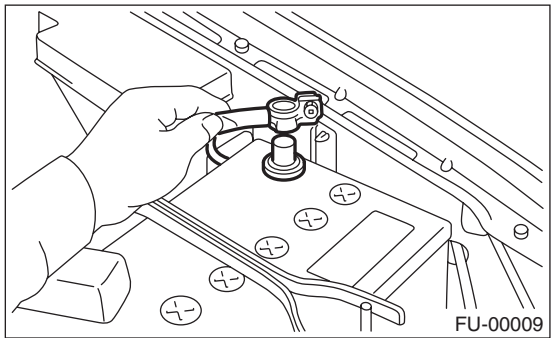
Tightening torque:
4.9 N·m (0.5 kgf-m, 3.6 ft-lb)



11) Install the reservoir tank. <Ref. to CO(H4SO)-39, INSTALLATION, Reservoir Tank.>
12) Install the radiator upper brackets. (AT model)



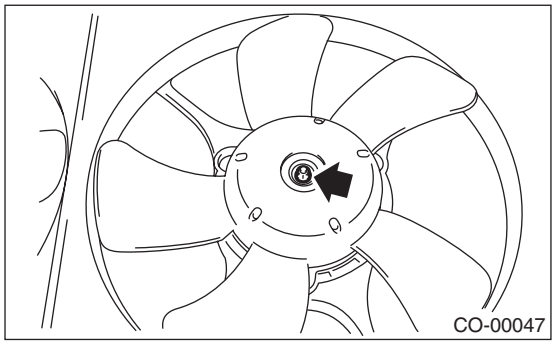
13) Connect the ground cable to the battery.



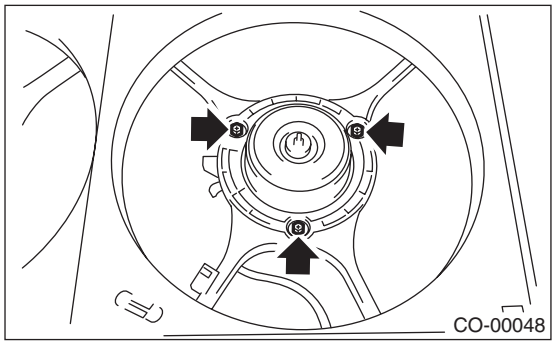
14) Fill engine coolant. <Ref. to CO(H4SO)-17, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
15) Install the collector cover.

C: DISASSEMBLY

1) Remove the clip which holds motor connector onto the shroud.
2) Remove the nuts which secure the fan to the fan motor.



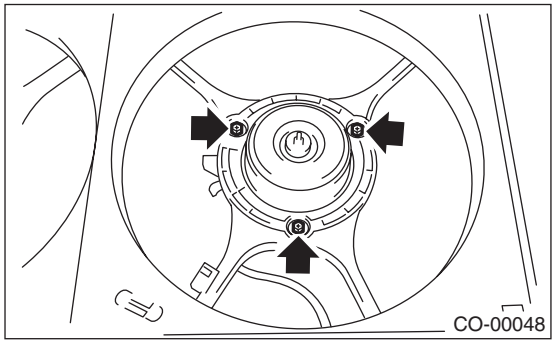
3) Remove the bolts which hold fan motor onto shroud.



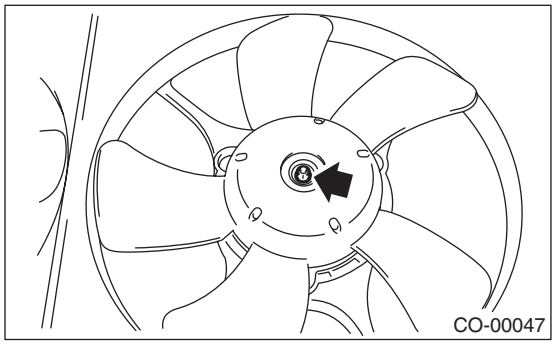
D: ASSEMBLY

Assemble in the reverse order of disassembly.

Tightening torque:
4.4 N·m (0.45 kgf-m, 3.3 ft-lb)



Tightening torque:
3.4 N·m (0.35 kgf-m, 2.5 ft-lb)



9. Radiator Sub Fan and Fan Motor

A: REMOVAL

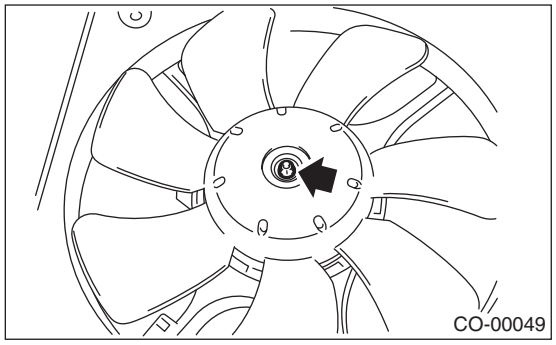
Refer to the radiator main fan and fan motor. <Ref. to CO(H4SO)-32, REMOVAL, Radiator Main Fan and Fan Motor.>

B: INSTALLATION

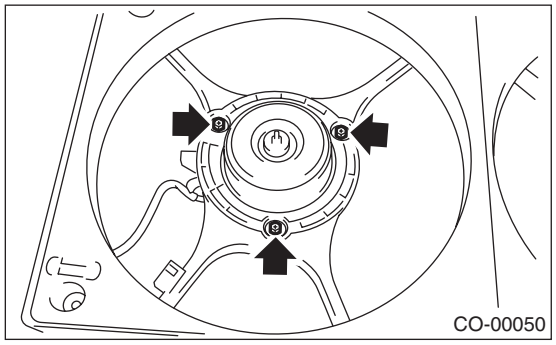
Refer to the radiator main fan and fan motor. <Ref. to CO(H4SO)-35, INSTALLATION, Radiator Main Fan and Fan Motor.>

C: DISASSEMBLY

1) Remove the clip which holds motor connector onto the shroud.
2) Remove the nuts which secure the fan to the fan motor.



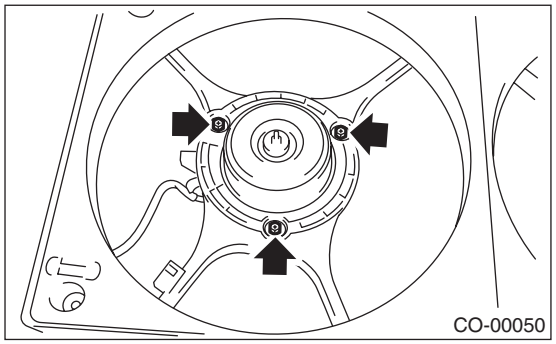
3) Remove the bolts which hold fan motor onto shroud.



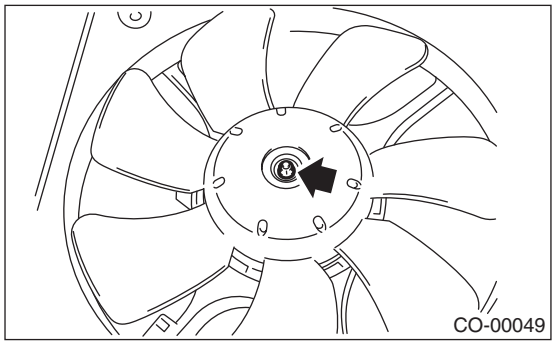
D: ASSEMBLY

Assemble in the reverse order of disassembly.

Tightening torque:
4.4 N·m (0.45 kgf-m, 3.3 ft-lb)



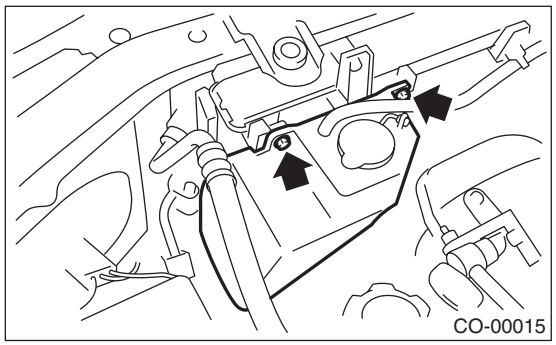
Tightening torque:
3.4 N·m (0.35 kgf-m, 2.5 ft-lb)



10.Reservoir Tank

A: REMOVAL

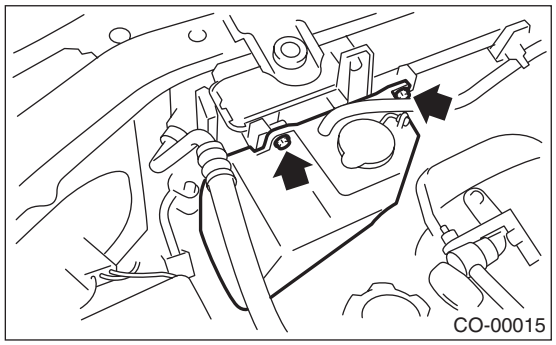
1) Disconnect the over flow hose which is connected to the radiator filler neck.
2) Remove the bolts which install reservoir tank onto radiator main fan shroud.
3) Remove the reservoir tank.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:
7.5 N·m (0.76 kgf-m, 5.5 ft-lb)



C: INSPECTION

Make sure the engine coolant level is between “FULL” and “LOW”.

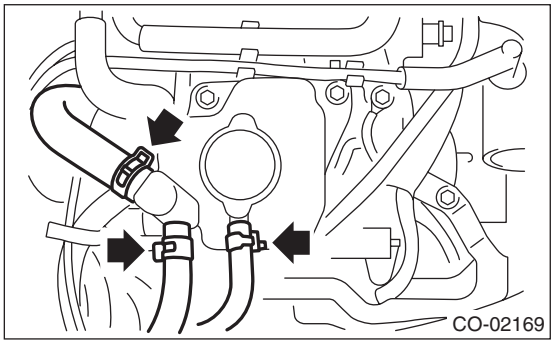
11.Coolant Filler Tank

A: REMOVAL

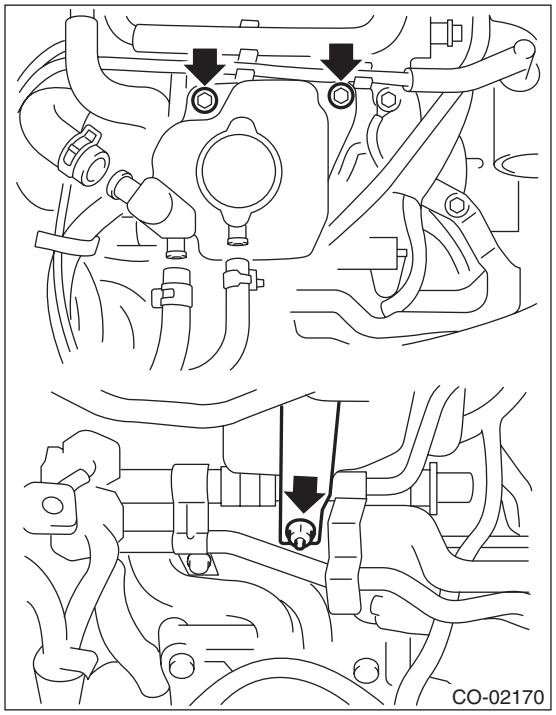
NOTE:
The coolant filler tank is mounted on the turbo model.

CAUTION:
The radiator is pressurized. Wait until engine cools down before working on the radiator.

1) Remove the collector cover.
2) Drain approximately 3.0 ℓ (3.2 US qt, 2.6 Imp qt) of engine coolant. <Ref. to CO(H4SO)-17, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
3) Remove the air cleaner upper cover and air intake boot. <Ref. to IN(H4SO)-5, REMOVAL, Air Cleaner Case.>
4) Remove the air cleaner element.
5) Disconnect the engine coolant hoses from coolant filler tank.


CO-02169

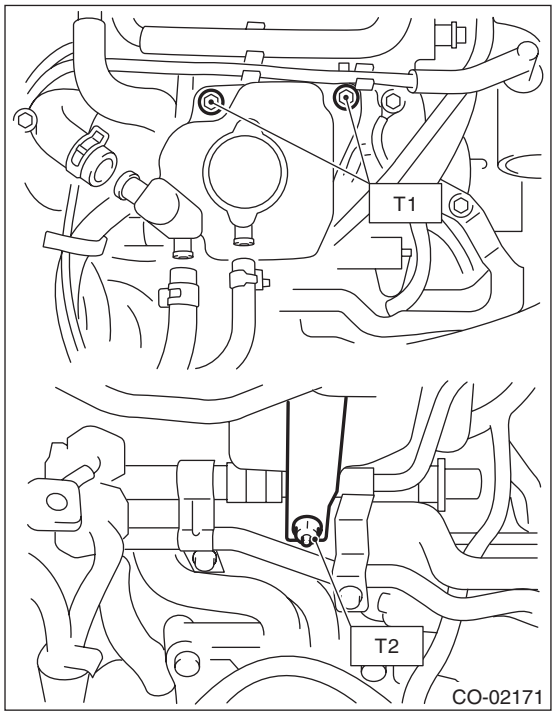
6) Remove the bolts and nuts which install coolant filler tank.
7) Disconnect the engine coolant hose which connects the under side of coolant filler tank.
8) Remove the coolant filler tank.


CO-02170

B: INSTALLATION

1) Install in the reverse order of removal.

Tightening torque:
T1: 16 N·m (1.6 kgf-m, 11.8 ft-lb)
T2: 13 N·m (1.3 kgf-m, 9.6 ft-lb)



CO-02171

2) Fill engine coolant. <Ref. to CO(H4SO)-17, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

12.Engine Cooling System Trouble in General

A: INSPECTION

Trouble	Possible cause	Corrective action
Overheating	a. Insufficient engine coolant	Replenish engine coolant, inspect for leakage, and repair it if necessary.
	b. Loose timing belt	Repair or replace timing belt tensioner.
	c. Oil on timing belt	Replace.
	d. Malfunction of thermostat	Replace.
	e. Malfunction of water pump	Replace.
	f. Clogged engine coolant passage	Clean.
	g. Improper ignition timing	Inspect and repair the ignition control system. <Ref. to EN(H4SO)(diag)-2, PROCEDURE, Basic Diagnostic Procedure.> <Ref. to EN(H4DOTC)(diag)-2, PROCEDURE, Basic Diagnostic Procedure.>
	h. Clogged or leaking radiator	Clean, repair or replace.
	i. Engine oil mixed in engine coolant	Replace the engine coolant. Check/repair the engine side if the condition is not improved.
	j. Air/fuel mixture ratio too lean	Inspect and repair the fuel injection system. <Ref. to EN(H4SO)(diag)-2, PROCEDURE, Basic Diagnostic Procedure.> <Ref. to EN(H4DOTC)(diag)-2, PROCEDURE, Basic Diagnostic Procedure.>
	k. Excessive back pressure in exhaust system	Clean or replace.
	l. Insufficient clearance between piston and cylinder	Adjust or replace.
	m. Slipping clutch	Correct or replace.
	n. Dragging brake	Adjust.
	o. Defective radiator fan	Inspect the radiator fan relay, engine coolant temperature sensor or fan motor and replace them.
Over-cooling	a. Ambient temperature extremely low	Partly cover radiator front area.
	b. Defective thermostat	Replace.
Engine coolant leaks	a. Loosened or damaged connecting units on hoses	Correct or replace.
	b. Leakage from water pump	Replace.
	c. Leakage from water pipe	Correct or replace.
	d. Leakage around cylinder head gasket	Retighten cylinder head bolts or replace gasket.
	e. Damaged or cracked cylinder head and cylinder block	Correct or replace.
	f. Damaged or cracked thermostat case	Correct or replace.
	g. Leakage from radiator	Correct or replace.
Strange noise	a. Defective timing belt	Replace.
	b. Defective radiator fan	Replace.
	c. Defective water pump bearing	Replace water pump.
	d. Defective water pump mechanical seal	Replace water pump.

1. General Description

A: SPECIFICATION

Specifications for the SOHC U5 model are the same as the SOHC model. <Ref. to CO(H4SO)-2, General Description.>

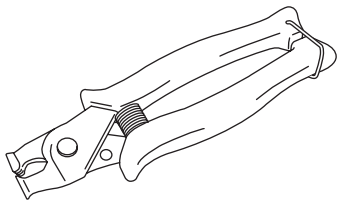
1. General Description

A: CAUTION

• Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
• Remove contamination including dirt and corrosion before removal, installation or disassembly.
• Keep the disassembled parts in order and protect them from dust and dirt.
• Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
• Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
• Be sure to tighten fasteners including bolts and nuts to the specified torque.
• Place shop jacks or rigid racks at the specified points.
• Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

B: PREPARATION TOOL

1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18353AA000	18353AA000	CLAMP PLIERS	• Used for removing and installing the PCV hose. • This is a general tool made by the French company CAILLAU. (code) 54.0.000.205 To make this easier to obtain in the same way as genuine Subaru parts, it has been provided with a tool number as an ST.

2. Front Catalytic Converter

A: REMOVAL

The front catalytic converter is integrated into front exhaust pipe as one unit; therefore, refer to “Front Exhaust Pipe” for removal procedure. <Ref. to EX(H4SO)-4, REMOVAL, Front Exhaust Pipe.>

B: INSTALLATION

The front catalytic converter is integrated into front exhaust pipe as one unit; therefore, refer to “Front Exhaust Pipe” for installation procedure. <Ref. to EX(H4SO)-5, INSTALLATION, Front Exhaust Pipe.>

C: INSPECTION

1) Check the connections and welds for exhaust leaks.
2) Make sure there are no holes or rusting.

3. Rear Catalytic Converter

A: REMOVAL

The rear catalytic converter is integrated into center exhaust pipe as one unit; therefore, refer to “Center Exhaust Pipe” for removal procedure. <Ref. to EX(H4SO)-7, REMOVAL, Center Exhaust Pipe.>

B: INSTALLATION

The rear catalytic converter is integrated into center exhaust pipe as one unit; therefore, refer to “Center Exhaust Pipe” for installation procedure. <Ref. to EX(H4SO)-7, INSTALLATION, Center Exhaust Pipe.>

C: INSPECTION

1) Check the connections and welds for exhaust leaks.
2) Make sure there are no holes or rusting.

4. EGR Valve

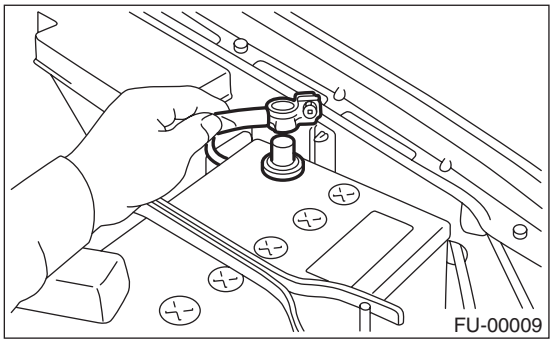
A: SPECIFICATION

Refer to “EGR valve” for removal and installation procedure. <Ref. to FU(H4SO)-30, EGR Valve.>

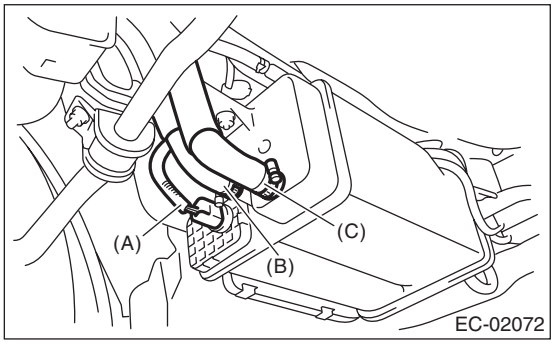
5. Canister

A: REMOVAL

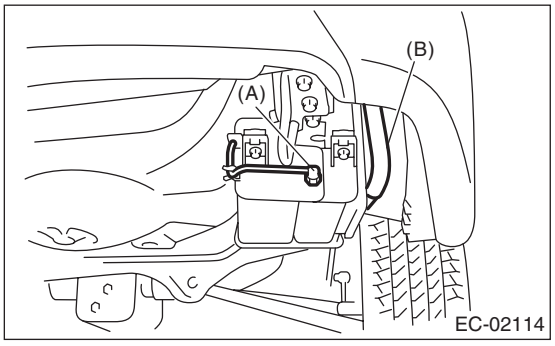
1) Set the vehicle on a lift.
2) Disconnect the ground cable from the battery.



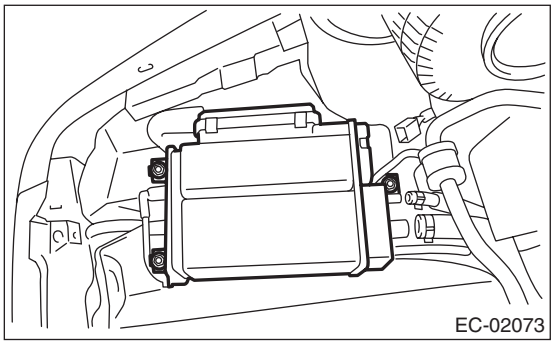
3) Lift up the vehicle.
4) Disconnect the connector (A) from drain valve.
5) Disconnect the evaporation hoses (B) and (C) from the canister.



6) Disconnect the quick connector (A) from the canister.
7) Disconnect the drain hose (B) from the canister.



8) Remove the canister from the body.

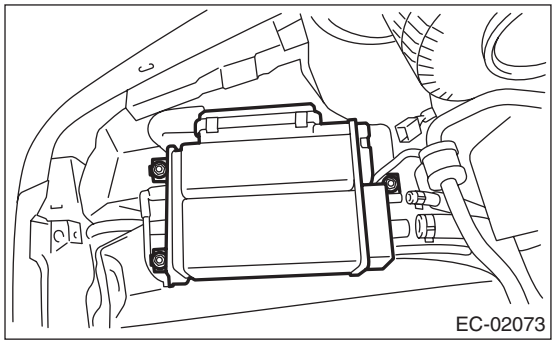


B: INSTALLATION

Install in the reverse order of removal.

NOTE:
Replace the retainer of quick connector with a new part.

Tightening torque:
23 N·m (2.3 kgf-m, 17.0 ft-lb)



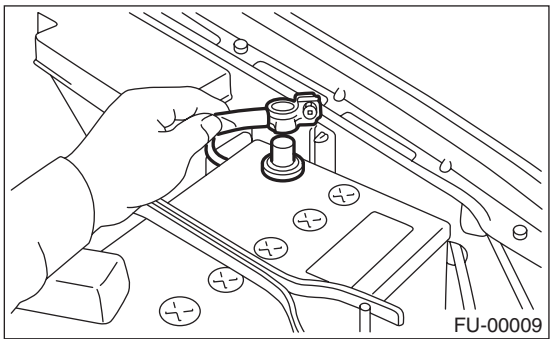
C: INSPECTION

Make sure the canister and canister hoses are not cracked or loose.

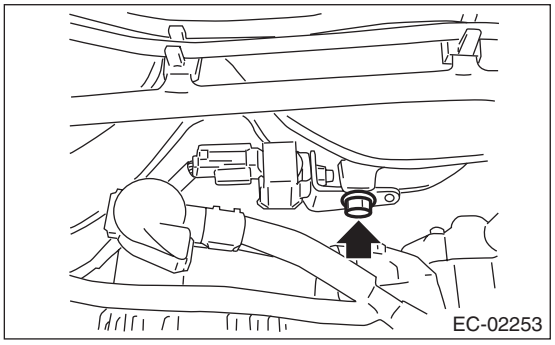
6. Purge Control Solenoid Valve

A: REMOVAL

1) Disconnect the ground cable from the battery.



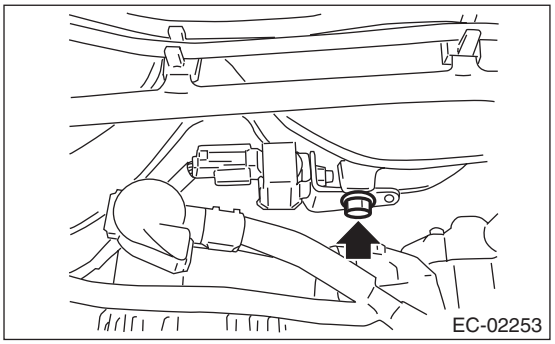
2) Disconnect the connector and evaporation hoses of purge control solenoid valve, and then remove the purge control solenoid valve.



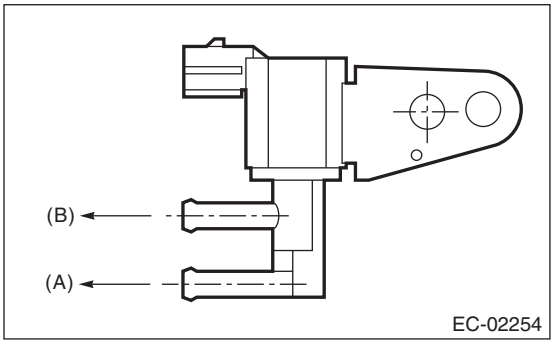
B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:
19 N·m (1.9 kgf-m, 14.0 ft-lb)



NOTE:
Connect the evaporation hose as shown in the figure.



(A) To fuel pipe (evaporation line)
(B) To intake manifold

C: INSPECTION

Make sure the hoses are not cracked or loose.

7. Fuel Level Sensor

A: REMOVAL

Refer to the “FU” section for removal procedure. <Ref. to FU(H4SO)-55, REMOVAL, Fuel Level Sensor.>

B: INSTALLATION

Refer to the “FU” section for installation procedure. <Ref. to FU(H4SO)-55, INSTALLATION, Fuel Level Sensor.>

8. Fuel Temperature Sensor

A: REMOVAL

The fuel temperature sensor and fuel level sensor are integrated into one unit; therefore, refer to “Fuel Level Sensor” for removal procedure. <Ref. to FU(H4SO)-55, REMOVAL, Fuel Level Sensor.>

B: INSTALLATION

The fuel temperature sensor is integrated into fuel level sensor as one unit; therefore, refer to “Fuel Level Sensor” for installation procedure. <Ref. to FU(H4SO)-55, INSTALLATION, Fuel Level Sensor.>

9. Fuel Sub Level Sensor

A: REMOVAL

Refer to the “FU” section for removal procedure. <Ref. to FU(H4SO)-56, REMOVAL, Fuel Sub Level Sensor.>

B: INSTALLATION

Refer to the “FU” section for installation procedure. <Ref. to FU(H4SO)-56, INSTALLATION, Fuel Sub Level Sensor.>

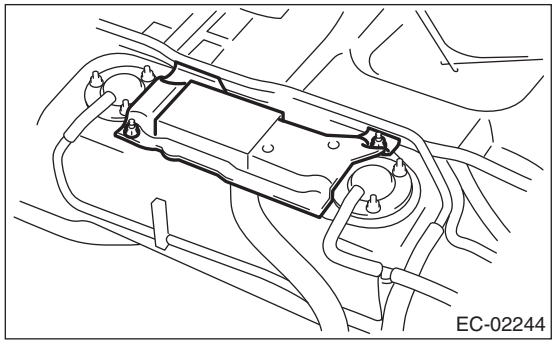
10.Fuel Tank Pressure Sensor

A: REMOVAL

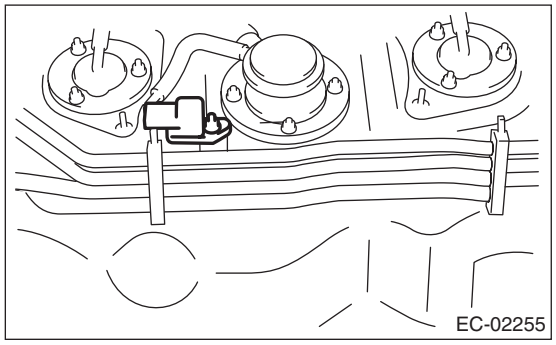
WARNING:
Place "NO FIRE" signs near the working area.

CAUTION:
Be careful not to spill fuel.

1) Remove the fuel tank. <Ref. to FU(H4SO)-46, REMOVAL, Fuel Tank.>
2) Remove the protect cover.



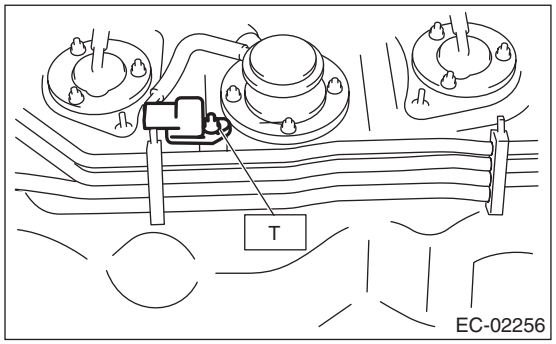
3) Disconnect the connector from the fuel tank pressure sensor.
4) Remove the nuts that secure the fuel tank pressure sensor to the bracket, and disconnect the pressure hose from the fuel tank pressure sensor.



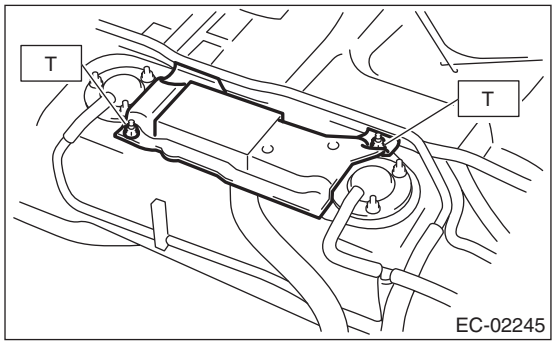
B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:
7.4 N·m (0.75 kgf-m, 5.4 ft-lb)



Tightening torque:
4.4 N·m (0.45 kgf-m, 3.3 ft-lb)



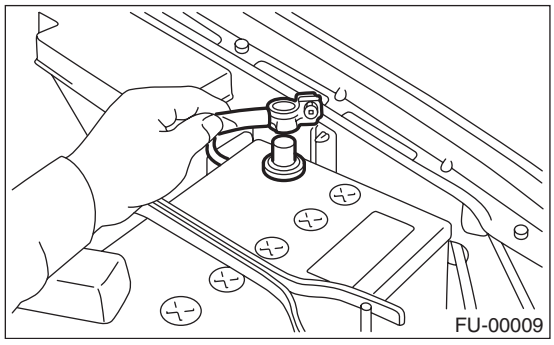
C: INSPECTION

Make sure the hoses are not cracked or loose.

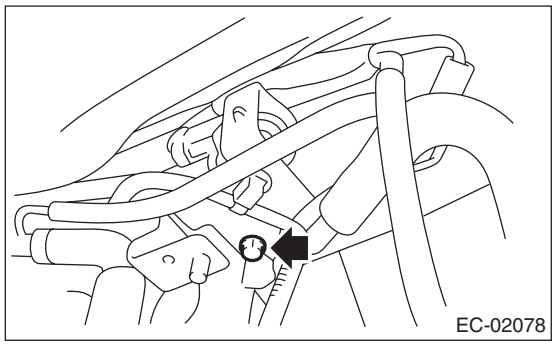
11.Pressure Control Solenoid Valve

A: REMOVAL

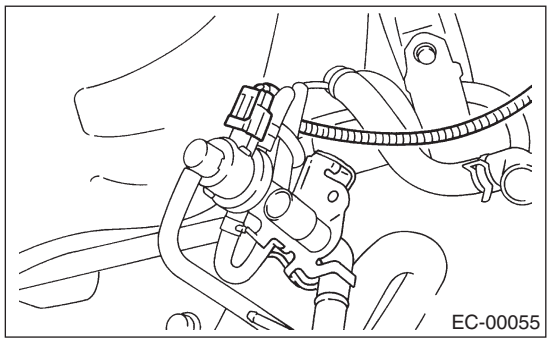
1) Set the vehicle on a lift.
2) Disconnect the ground cable from the battery.



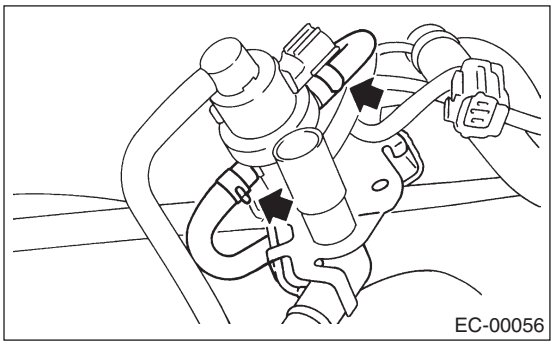
3) Lift up the vehicle.
4) Remove the canisters. <Ref. to EC(H4SO)-6, REMOVAL, Canister.>
5) Remove the bolt which installs the pressure control solenoid valve holding bracket to the body.



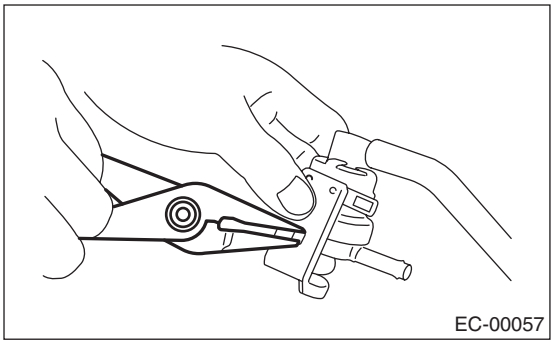
6) Remove the pressure control solenoid valve and the bracket as a unit.
7) Disconnect the connector from the pressure control solenoid valve.



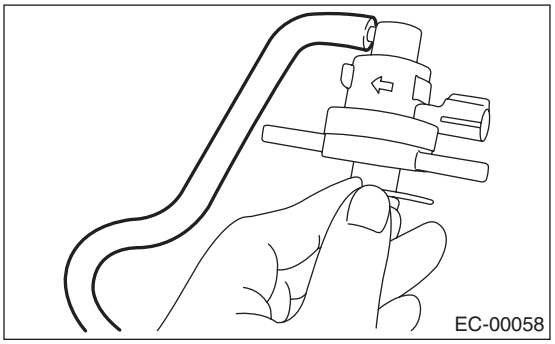
8) Disconnect the two evaporation hoses from the pressure control solenoid valve.



9) Remove the pressure control solenoid valve from the bracket.



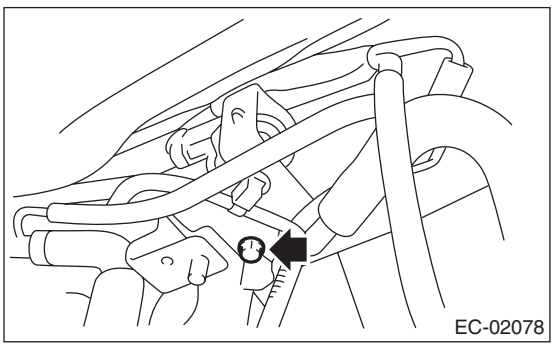
10) Disconnect the hose from the pressure control solenoid valve.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



C: INSPECTION

Make sure the hoses are not cracked or loose.

12.Drain Filter

A: SPECIFICATION

The drain filter is embedded in the canister and therefore cannot be disassembled.

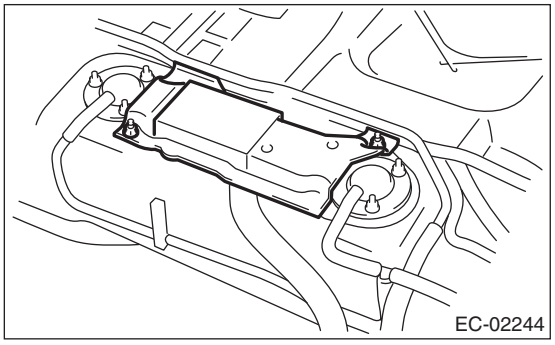
13.Vent Valve

A: REMOVAL

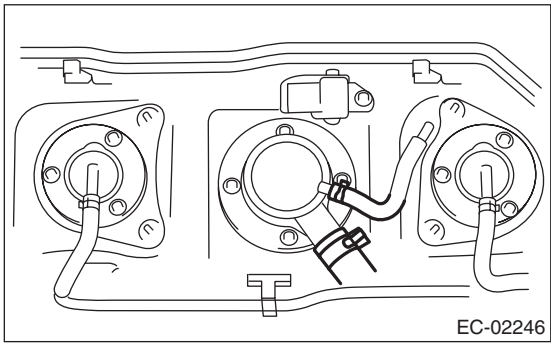
WARNING:
Place “NO FIRE” signs near the working area.

CAUTION:
Be careful not to spill fuel.

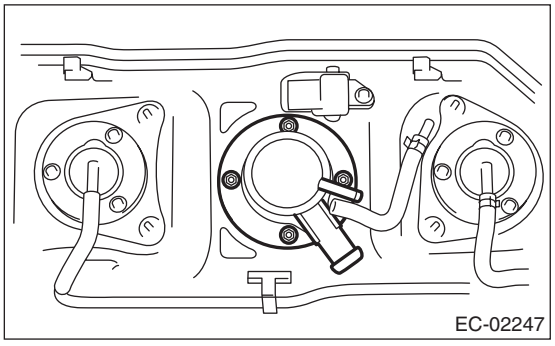
1) Remove the fuel tank. <Ref. to FU(H4SO)-46, REMOVAL, Fuel Tank.>
2) Remove the protect cover.



3) Remove the clip and disconnect the hose from the vent valve.



4) Remove the nut and then remove the vent valve.

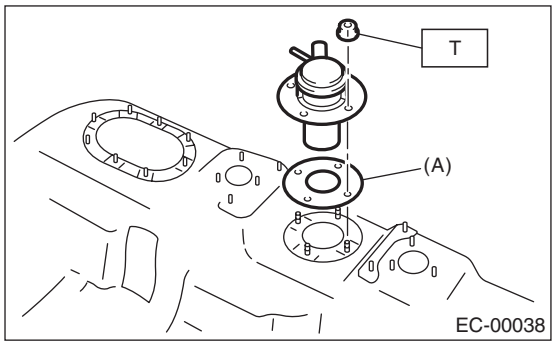


B: INSTALLATION

Install in the reverse order of removal.

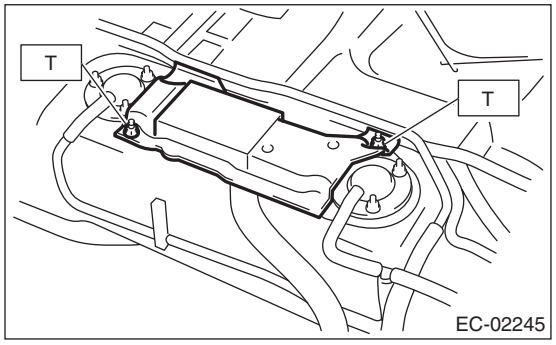
NOTE:
Use a new gasket.

Tightening torque:
4.4 N·m (0.45 kgf-m, 3.3 ft-lb)



(A) Gasket

Tightening torque:
4.4 N·m (0.45 kgf-m, 3.3 ft-lb)



C: INSPECTION

Make sure the hoses are not cracked or loose.

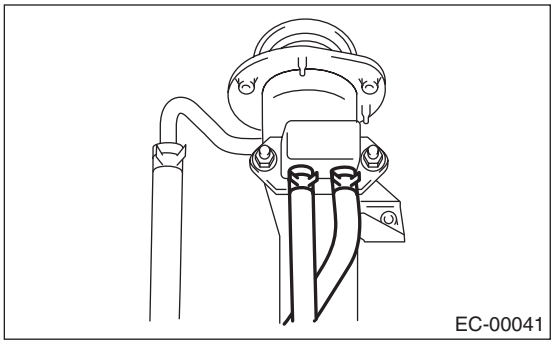
14.Shut Valve

A: REMOVAL

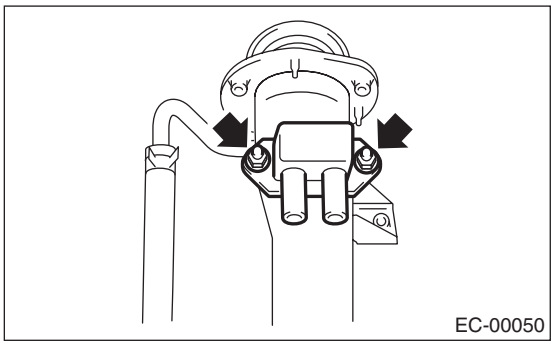
WARNING:
Place “NO FIRE” signs near the working area.

CAUTION:
Be careful not to spill fuel.

1) Remove the fuel filler pipe.
<Ref. to FU(H4SO)-49, REMOVAL, Fuel Filler Pipe.>
2) Disconnect the evaporation hose from the shut valve.



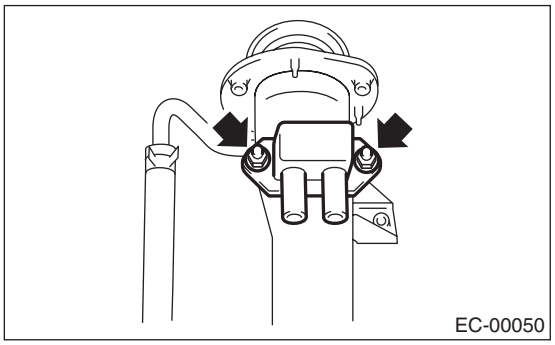
3) Remove the shut valve from the fuel filler pipe.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:
4.5 N·m (0.46 kgf-m, 3.3 ft-lb)



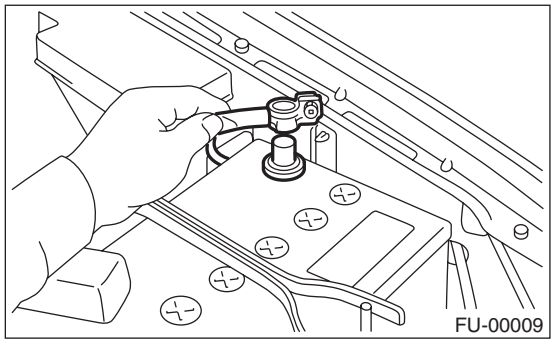
C: INSPECTION

Make sure the hoses are not cracked or loose.

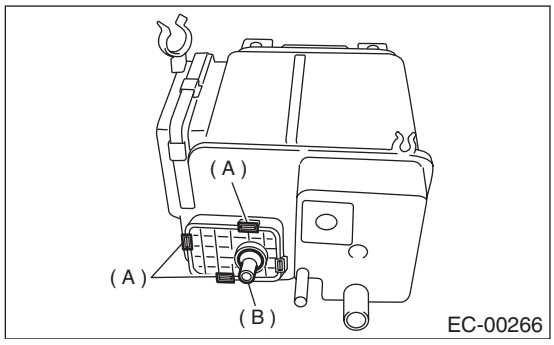
15.Drain Valve

A: REMOVAL

1) Set the vehicle on a lift.
2) Disconnect the ground cable from the battery.



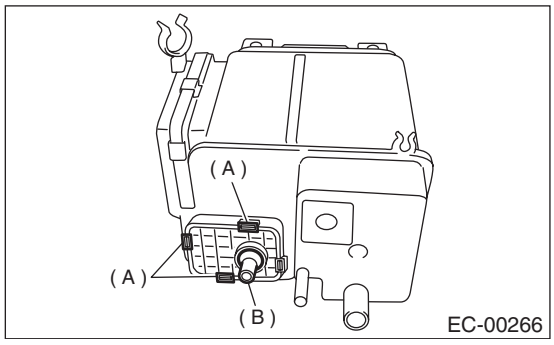
3) Lift up the vehicle.
4) Remove the canisters. <Ref. to EC(H4SO)-6, REMOVAL, Canister.>
5) Disengage the clip (A), then remove the drain valve (B) from the canister.



B: INSTALLATION

Install in the reverse order of removal.

NOTE:
Replace clip (A) with a new part.



C: INSPECTION

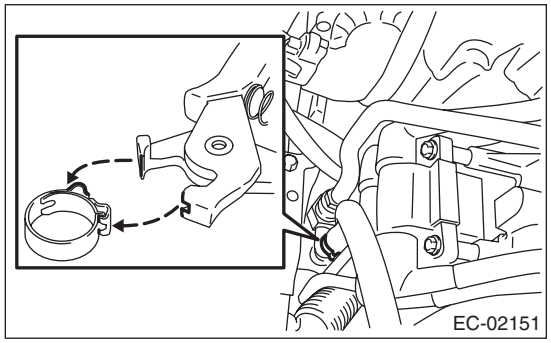
1) Make sure that all hoses are properly connected.
2) Make sure the hoses are not cracked or loose.

16.PCV Hose Assembly

A: REMOVAL

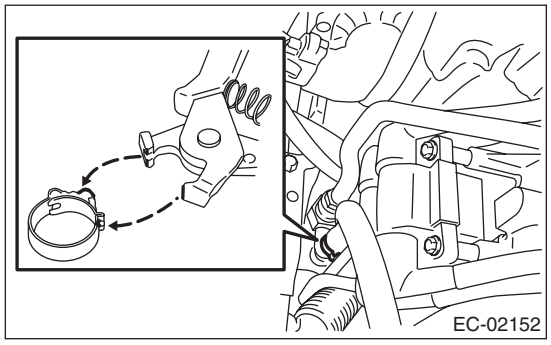
CAUTION:
Do not remove PCV hose assembly except when PCV hose, diagnostics connector and PCV valve are damaged.

1) Remove the air intake chamber.
<Ref. to IN(H4SO)-6, REMOVAL, Air Intake Chamber.>
2) Fit the depression in the ST with the protrusion on the clamp to unlock.
3) Remove the PCV hose assembly.
ST 18353AA000 CLAMP PLIERS



B: INSTALLATION

NOTE:
Replace the clamp with a new part.
1) Install the PCV hose assembly, then lock by fitting the ST on the clamp protrusion.
ST 18353AA000 CLAMP PLIERS



2) Install the air intake chamber.
<Ref. to IN(H4SO)-6, INSTALLATION, Air Intake Chamber.>

1. General Description

A: SPECIFICATION

Removal and installation procedures for the SOHC U5 model are the same as the SOHC model. <Ref. to EC(H4SO)-2, General Description.>

1. General Description

A: SPECIFICATION

Diagnostic procedures for the SOHC U5 model are the same as the SOHC model. <Ref. to EN(H4SO)(diag)-5, General Description.>

1. Basic Diagnostic Procedure

A: PROCEDURE

	Step	Check	Yes	No
1	**CHECK ENGINE START FAILURE.** 1) Ask the customer when and how the trouble occurred using the interview check list. <Ref. to EN(H4SO)(diag)-3, CHECK, Check List for Interview.> 2) Start the engine.	Does the engine start?	Go to step **2**.	Inspection using "Diagnostics for Engine Start Failure". <Ref. to EN(H4SO)(diag)-73, Diagnostics for Engine Starting Failure.>
2	**CHECK ILLUMINATION OF MALFUNCTION INDICATOR LIGHT.**	Does the malfunction indicator light illuminate?	Go to step **3**.	Inspection using "General Diagnostic Table". <Ref. to EN(H4SO)(diag)-332, INSPECTION, General Diagnostic Table.>
3	**CHECK INDICATION OF DTC ON DISPLAY.** 1) Turn the ignition switch to OFF. 2) Connect the Subaru Select Monitor or general scan tool to data link connector. 3) Turn the ignition switch to ON, and run the Subaru Select Monitor or general scan tool. 4) Read DTC using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor Refer to "Read Diagnostic Trouble Code" for detailed operation procedure. <Ref. to EN(H4SO)(diag)-51, Read Diagnostic Trouble Code (DTC).> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is DTC displayed on the Subaru Select Monitor or general scan tool?	Record the DTC. Repair the trouble cause. <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).> Go to step **4**.	Repair the related parts. NOTE: If DTC is not shown on display although the malfunction indicator light illuminates, perform the diagnosis of malfunction indicator light circuit or combination meter. <Ref. to EN(H4SO)(diag)-69, Malfunction Indicator Light.>
4	**PERFORM DIAGNOSIS.** 1) Perform the Clear Memory Mode. <Ref. to EN(H4SO)(diag)-63, Clear Memory Mode.> 2) Perform the Inspection Mode. <Ref. to EN(H4SO)(diag)-52, Inspection Mode.>	Is DTC displayed on the Subaru Select Monitor or general scan tool?	Inspect using "Diagnostic Procedure with Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-95, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Finish the diagnosis.

2. Check List for Interview

A: CHECK

1. CHECK LIST NO. 1

Check the following item when problem has occurred.

NOTE:
Use copies of this page for interviewing customers.

<table>
<tr><td>Customer's name</td><td></td><td>Engine No.</td><td></td></tr>
<tr><td>Date of purchase</td><td></td><td>Fuel brand</td><td></td></tr>
<tr><td>Date of repair</td><td></td><td rowspan="2">Odometer reading</td><td>km</td></tr>
<tr><td>V.I.N. No.</td><td></td><td>miles</td></tr>
<tr><td>Weather</td><td colspan="3">❑ Fine
❑ Cloudy
❑ Rainy
❑ Snowy
❑ Various/Others:</td></tr>
<tr><td rowspan="2">Ambient air temperature</td><td>°C (°F)</td><td colspan="2"></td></tr>
<tr><td colspan="3">❑ Hot
❑ Warm
❑ Cool
❑ Cold</td></tr>
<tr><td>Place</td><td colspan="3">❑ Highway
❑ Suburbs
❑ Inner city
❑ Uphill
❑ Downhill
❑ Rough road
❑ Others :</td></tr>
<tr><td>Engine temperature</td><td colspan="3">❑ Cold
❑ Warming-up
❑ After warming-up
❑ Any temperature
❑ Others :</td></tr>
<tr><td>Engine speed</td><td>rpm</td><td colspan="2"></td></tr>
<tr><td>Vehicle speed</td><td>MPH</td><td colspan="2"></td></tr>
<tr><td>Driving conditions</td><td colspan="3">❑ Not affected
❑ At starting
❑ While idling
❑ At racing
❑ While accelerating
❑ While cruising
❑ While decelerating
❑ While turning (RH/LH)</td></tr>
<tr><td>Headlight</td><td>❑ ON/❑ OFF</td><td>Rear defogger</td><td>❑ ON/❑ OFF</td></tr>
<tr><td>Blower</td><td>❑ ON/❑ OFF</td><td>Radio</td><td>❑ ON/❑ OFF</td></tr>
<tr><td>A/C compressor</td><td>❑ ON/❑ OFF</td><td>CD/Cassette</td><td>❑ ON/❑ OFF</td></tr>
<tr><td>Radiator fan</td><td>❑ ON/❑ OFF</td><td>Car phone</td><td>❑ ON/❑ OFF</td></tr>
<tr><td>Front wiper</td><td>❑ ON/❑ OFF</td><td>Wireless device</td><td>❑ ON/❑ OFF</td></tr>
<tr><td>Rear wiper</td><td>❑ ON/❑ OFF</td><td colspan="2"></td></tr>
</table>

2. CHECK LIST NO. 2

Check the following item about the vehicle's state when malfunction indicator light turns on.

NOTE:
Use copies of this page for interviewing customers.

a) Other warning lights or indicators turn on. ❑Yes / ❑ No
❑ Low fuel warning light ❑ Charge indicator light ❑ AT diagnostic indicator light ❑ ABS warning light ❑ Oil pressure warning light
b) Fuel level
• Lack of gasoline: ❑Yes / ❑ No • Indicator position of fuel gauge: • Experience of running out of fuel: ❑Yes / ❑ No
c) Intentional connecting or disconnecting of harness connectors or spark plug cords: ❑Yes / ❑ No
• What:
d) Intentional connecting or disconnecting of hoses: ❑ Yes / ❑ No
• What:
e) Installing of other parts except genuine parts: ❑ Yes / ❑ No
• What: • Where:
f) Occurrence of noise: ❑Yes / ❑ No
• From where: • What kind:
g) Occurrence of smell: ❑Yes / ❑ No
• From where: • What kind:
h) Intrusion of water into engine compartment or passenger compartment: ❑Yes / ❑ No
i) Troubles occurred
❑ Engine does not start. ❑ Engine stalls during idling. ❑ Engine stalls while driving. ❑ Engine speed decreases. ❑ Engine speed does not decrease. ❑ Rough idling ❑ Poor acceleration ❑ Back fire ❑ After fire ❑ Does not shift. ❑ Excessive shift shock

3. General Description

A: CAUTION

1) Airbag system wiring harness is routed near the ECM, main relay and fuel pump relay.

CAUTION:
• All airbag system wiring harnesses and connectors are yellow. Do not use the electrical test equipment on these circuits.
• Be careful not to damage the airbag system wiring harness when servicing the ECM, TCM, main relay and fuel pump relay.

2) Never connect the battery in reverse polarity. Failure to do so will damage the ECM instantly, and the fuel injector and other parts will also be damaged.

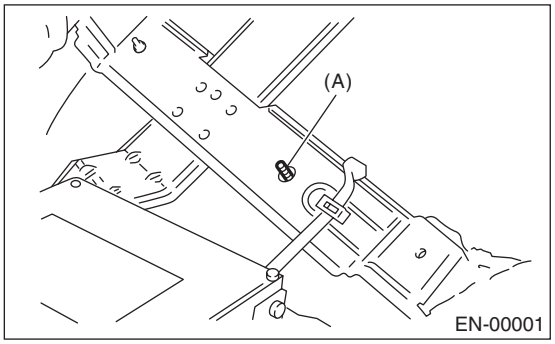
3) Do not disconnect the battery terminals while the engine is running. A large counter electromotive force will be generated in the generator, and this voltage may damage electronic parts such as ECM etc.

4) Before disconnecting the connectors of each sensor and ECM, be sure to turn the ignition switch to OFF. Perform the Clear Memory Mode after connecting the connectors. <Ref. to EN(H4SO)(diag)-63, Clear Memory Mode.>

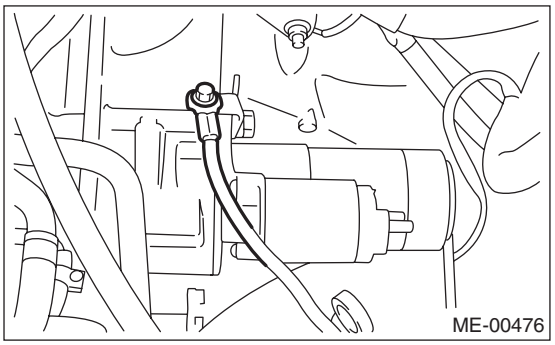
5) Use a tapered pin with a diameter of less than 0.6 mm (0.024 in) when measuring the voltage or resistance of individual sensor or all electrical control modules. Do not insert the pin 4 mm (0.16 in) or more into the part.

6) Take care not to allow water to get into the connectors when servicing or washing the vehicle in rainy weather. Avoid exposure to water even if the connectors are waterproof.

7) Use ECM mounting stud bolts at the body side grounding point when measuring voltage and resistance inside the passenger compartment.



8) Use the engine ground terminal or engine assembly as the grounding point to the body when measuring the voltage and resistance in engine compartment.



9) Every MFI-related part is a precision part. Do not drop them.

10) Observe the following cautions when installing a radio in MFI equipped models.

CAUTION:
• The antenna must be kept as far apart as possible from control unit. (The ECM is located under the passenger's seat floor mat.)
• The antenna feeder must be placed as far apart as possible from the ECM and MFI harness.
• Carefully adjust the antenna for correct matching.
• When mounting a large power type radio, pay special attention to the three items above mentioned.
• Incorrect installation of the radio may affect the operation of ECM.

11) When disconnecting the fuel hose, release the fuel pressure. <Ref. to FU(H4SO)-45, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

12) For the model with ABS, the ABS warning light may illuminate when performing driving test with jacked-up or lifted-up condition, but this is not a system malfunction. The reason for this is the speed difference between the front and rear wheels. After diagnosis of engine control system, perform the ABS memory clear procedure of self-diagnosis function.

B: INSPECTION

Before performing diagnostics, check the following item which might affect engine problems.

1. BATTERY

1) Measure the battery voltage and specific gravity of electrolyte.

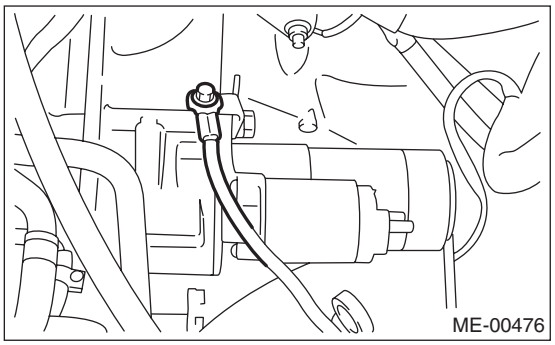
Standard voltage:
12 V

Specific gravity:
1.260 or more

2) Check the condition of the main and other fuses, and harnesses and connectors. Also check for proper grounding.

2. ENGINE GROUND

Make sure the engine ground terminal is properly connected to engine.



C: NOTE

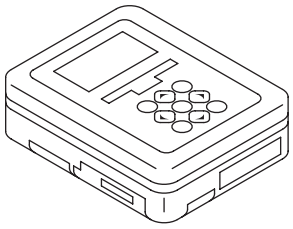
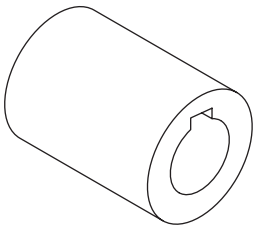
1. GENERAL DESCRIPTION

• The on-board diagnosis (OBD) system detects and indicates a fault in various inputs and outputs of the complex electronic control. Malfunction indicator light in the combination meter indicates occurrence of a fault or trouble.
• Further, against such a failure or sensors as may disable the drive, the fail-safe function is provided to ensure the minimal driveability.
• The OBD system incorporated with the vehicles within this type of engine complies with OBD-II regulations. The OBD system monitors the components and the system malfunction listed in “Engine Section” which affects on emissions.
• When the system decides that a malfunction occurs, malfunction indicator light illuminates. At the same time of the malfunction indicator light illumination or blinking, a DTC and a freeze frame engine conditions are stored into on-board computer.
• The OBD system stores freeze frame engine condition data (engine load, engine coolant temperature, fuel trim, engine speed and vehicle speed, etc.) into on-board computer first when it detects a malfunction.
• If the OBD system detects the various malfunctions including the fault of fuel trim or misfire, the OBD system first stores freeze frame engine conditions about the fuel trim or misfire.
• When the malfunction does not occur again for three consecutive driving cycles, malfunction indicator light is turned off, but DTC remains at on-board computer.
• When troubleshooting the vehicle which complies with OBD-II regulations, connect the Subaru Select Monitor or general scan tool to the vehicle.

2. ENGINE AND EMISSION CONTROL SYSTEM

• The Multipoint Fuel Injection (MFI) system is a system that supplies the optimum air-fuel mixture to the engine for all the various operating conditions through the use of the latest electronic technology.
With this system, the fuel which is pressurized at a constant pressure is injected into the intake air passage of the cylinder head. The injection quantity of fuel is controlled by an intermittent injection system, where the electro-magnetic injection valve (fuel injector) opens for a short period of time depending on the quantity of air required for one cycle of operation. In actual operation, the injection quantity is determined by the duration of an electric pulse applied to the fuel injector and this permits simple, yet highly precise metering of the fuel.
• Furthermore, all operating conditions of the engine are converted into electronic signals, and this enables additional system features with greatly improved adaptability, making it easier to add compensation features.
The MFI system also has the following features:
- Reduced emission of harmful exhaust gases
- Reduction in fuel consumption
- Increased engine output
- Superior acceleration and deceleration
- Superior startability and warm-up performance in cold weather since compensation is made for engine coolant and intake air temperature

D: PREPARATION TOOL

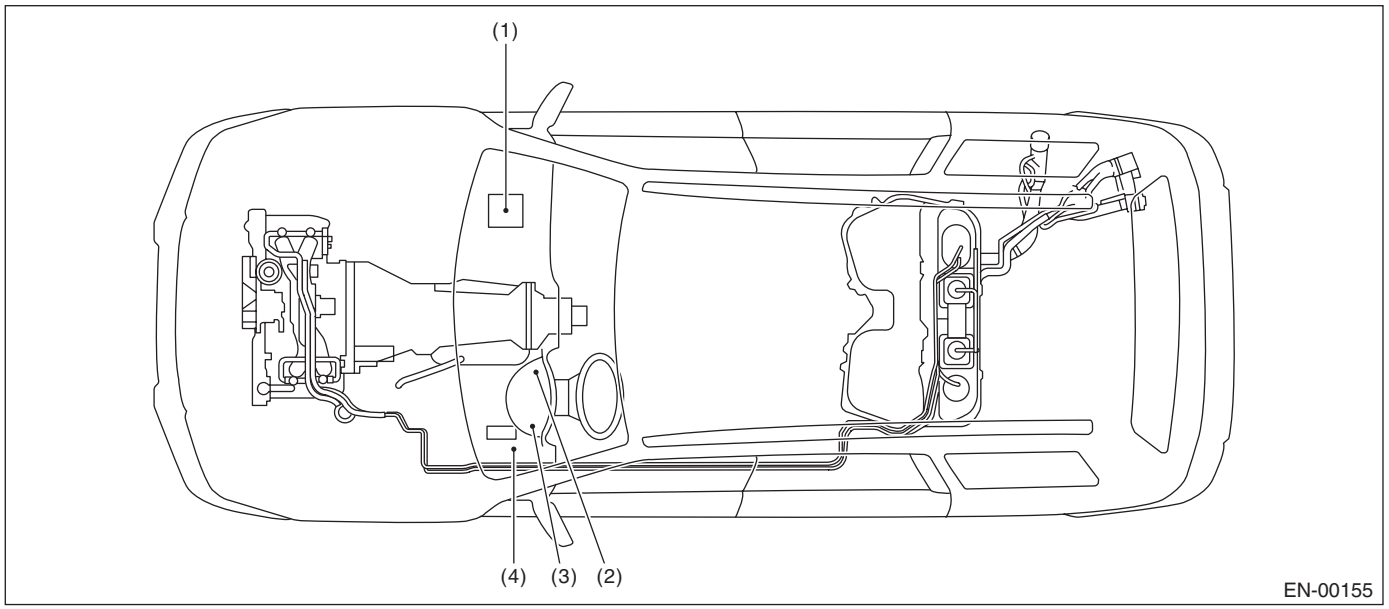
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST1B021XU0	1B021XU0	SUBARU SELECT MONITOR III KIT	Used for troubleshooting the electrical system.
 ST-499987500	499987500	CRANKSHAFT SOCKET	Used for rotating the crankshaft.

4. Electrical Component Location

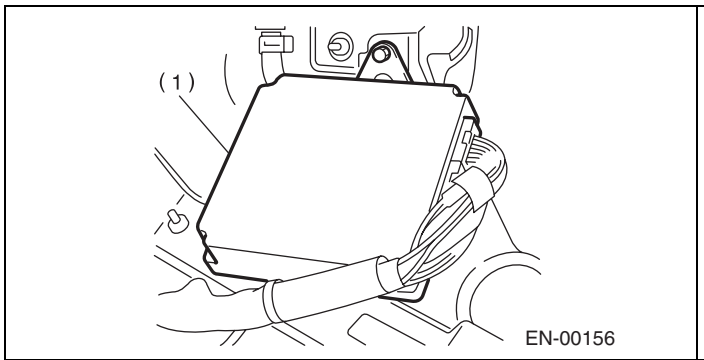
A: LOCATION

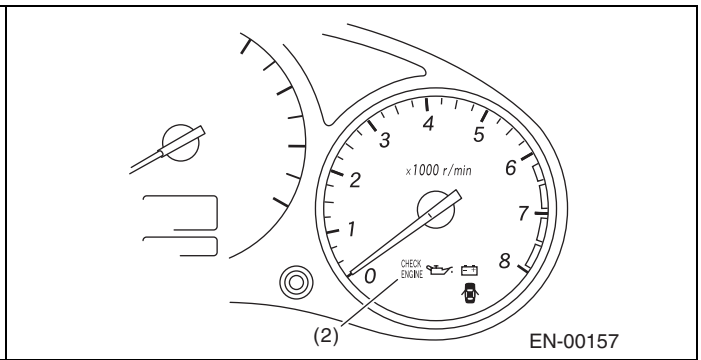
1. ENGINE

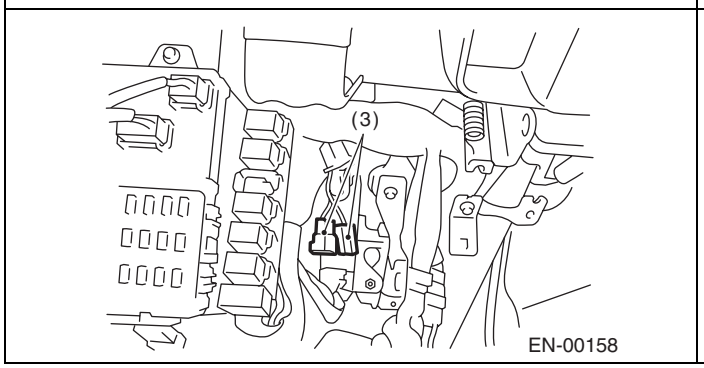
- Control module

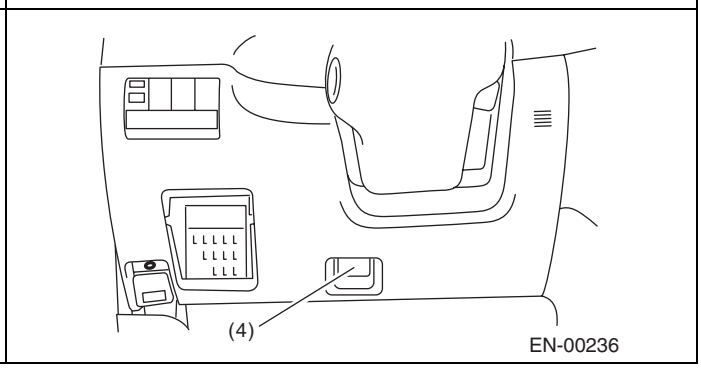


(1) Engine control module (ECM)
(2) Malfunction indicator light
(3) Delivery (test) mode connector
(4) Data link connector

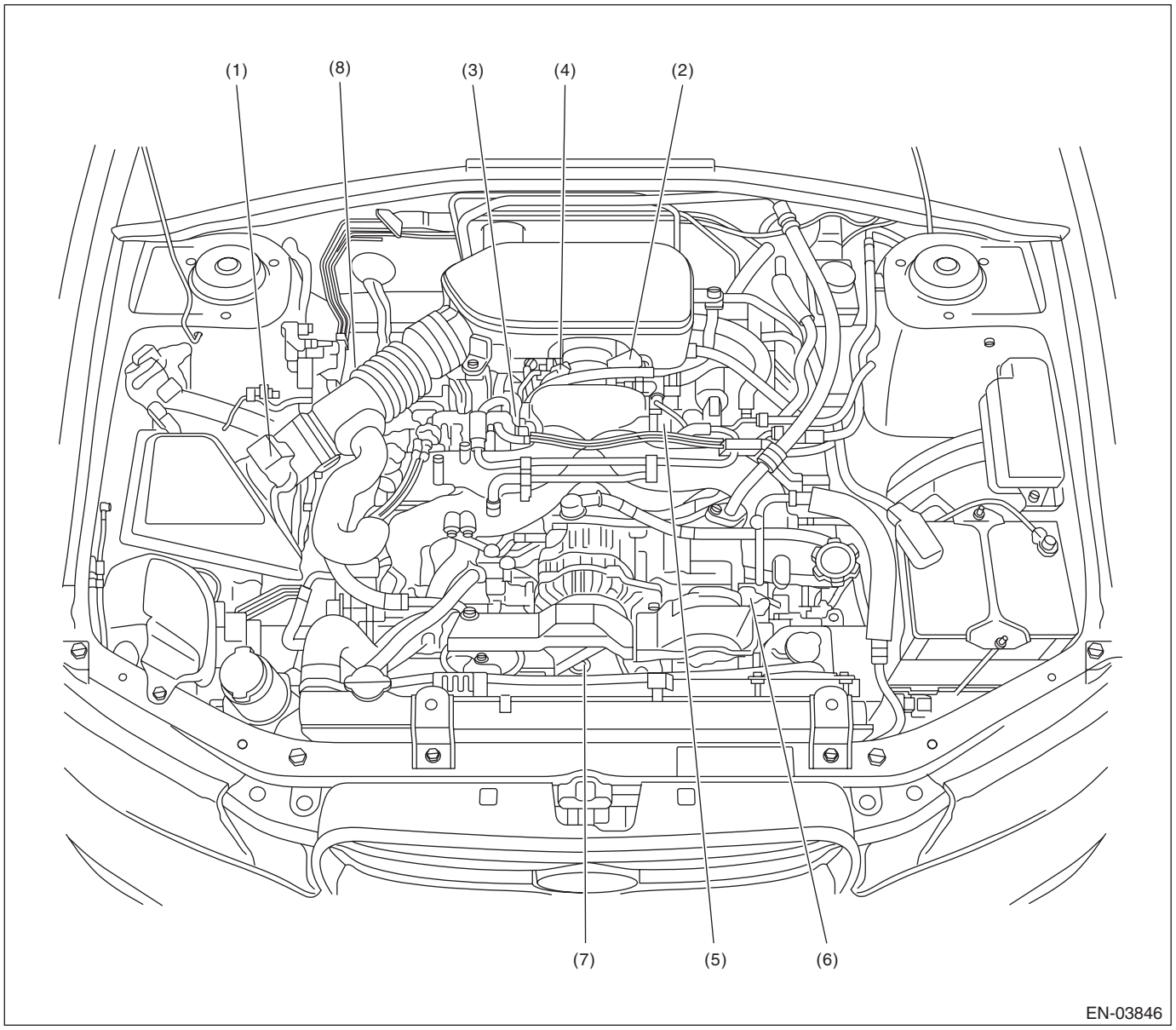




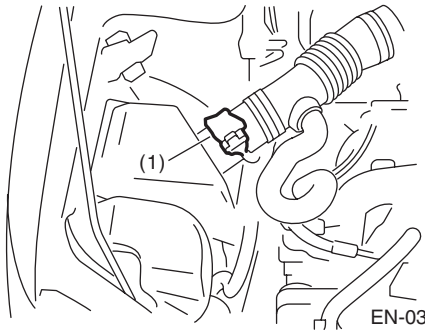


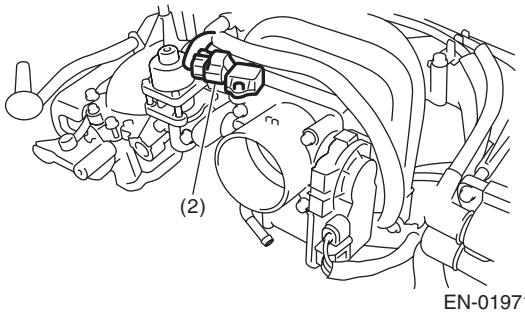


- Sensor



(1) Mass air flow and intake air temperature sensor
(2) Manifold absolute pressure sensor
(3) Engine coolant temperature sensor
(4) Throttle position sensor
(5) Knock sensor
(6) Camshaft position sensor
(7) Crankshaft position sensor
(8) Oil temperature sensor


(1)
EN-03046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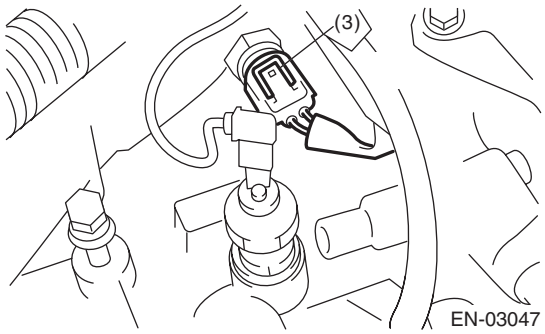
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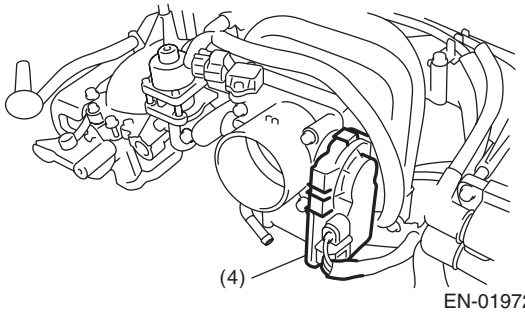
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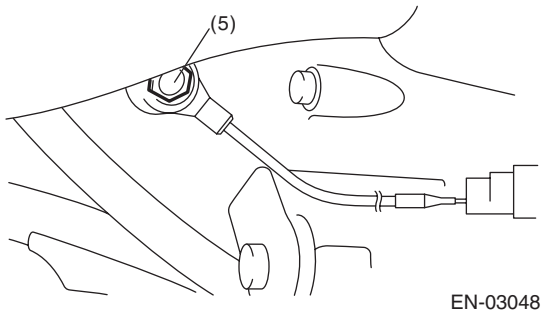
EN-01972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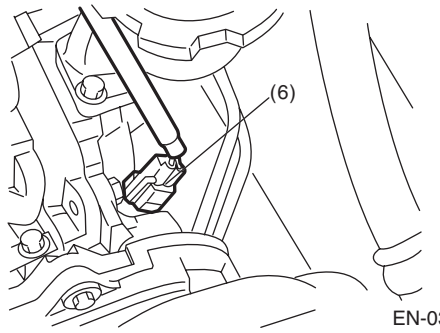
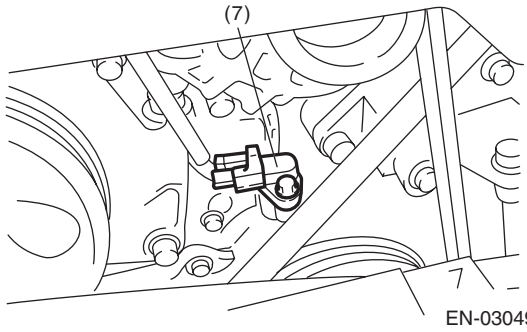
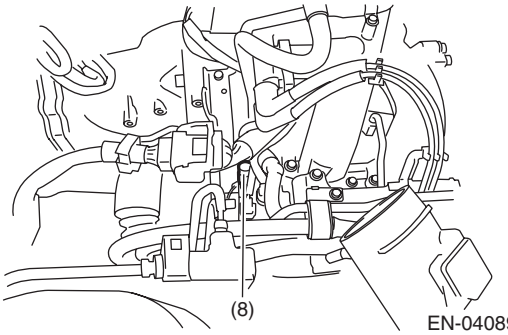

(6)
EN-03050


(7)
EN-03049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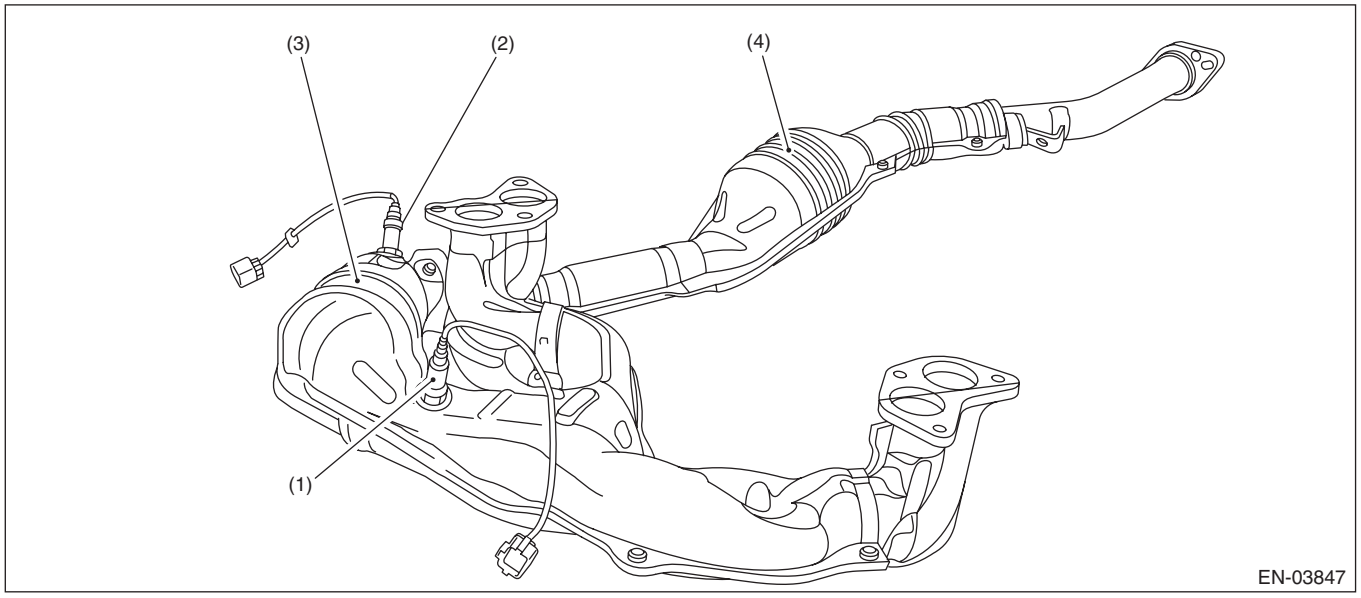
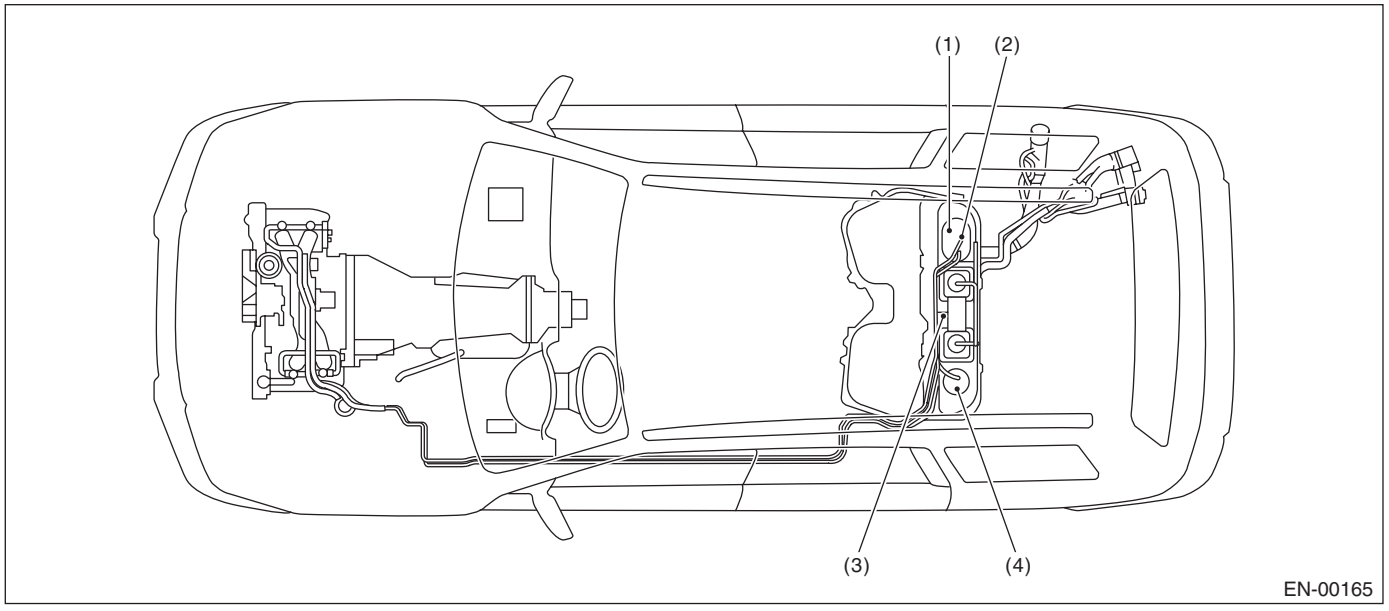
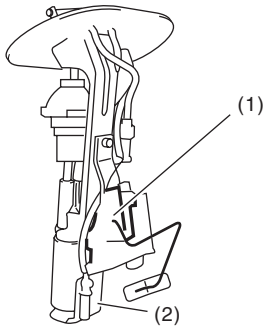


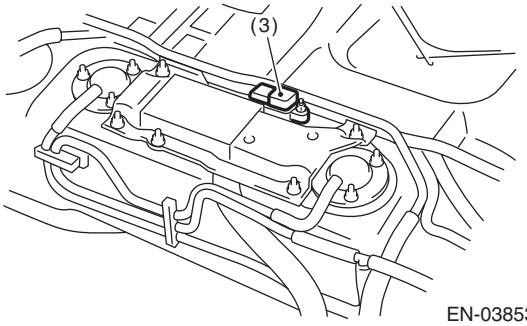
(1) Front oxygen (A/F) sensor
(2) Rear oxygen sensor
(3) Front catalytic converter
(4) Rear catalytic converter



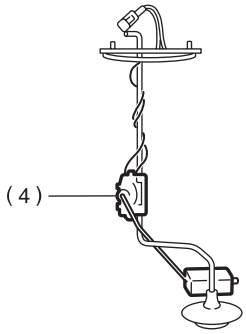
(1) Fuel level sensor
(2) Fuel temperature sensor
(3) Fuel tank pressure sensor
(4) Fuel sub level sensor



EN-03852

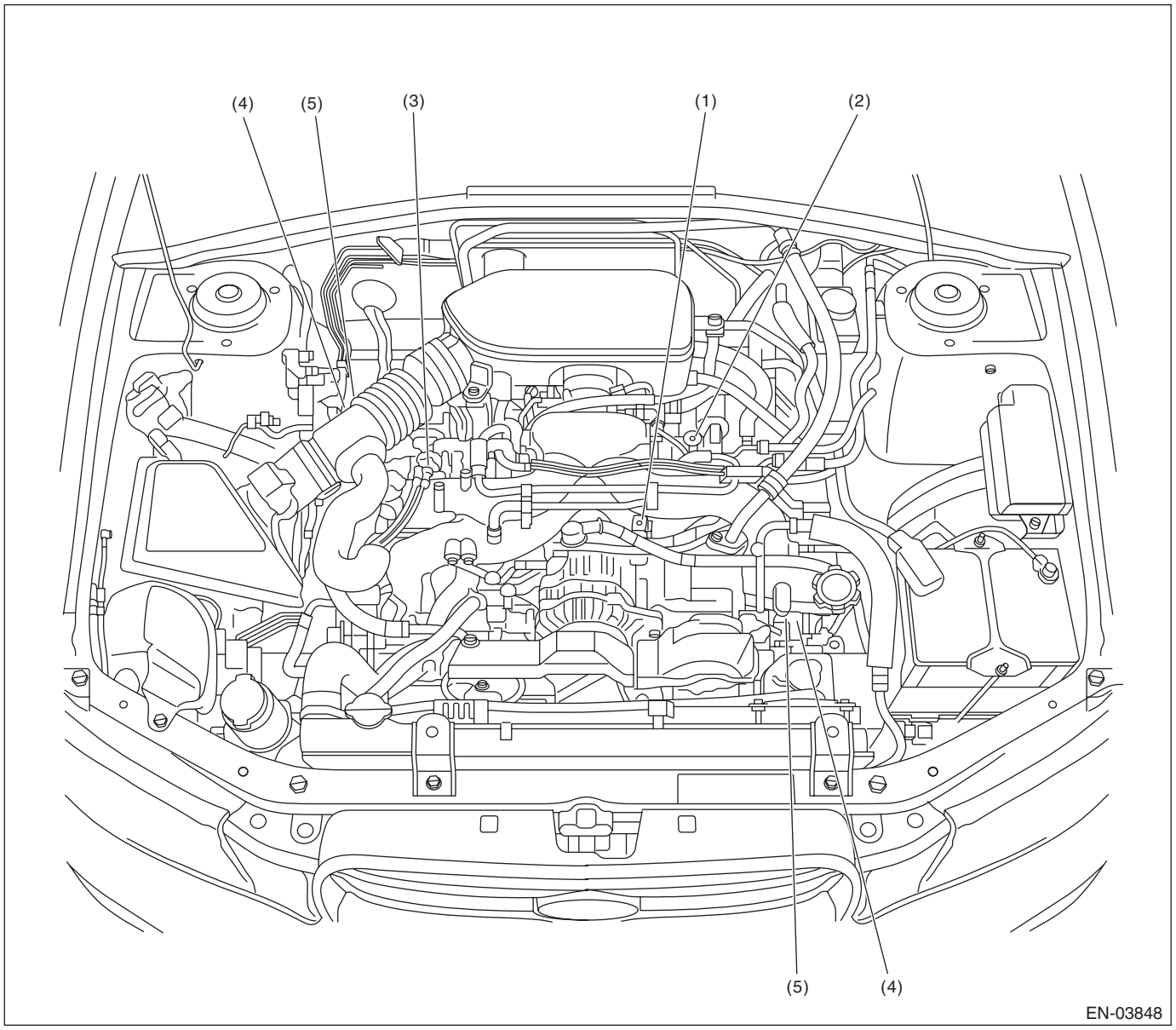


EN-03853



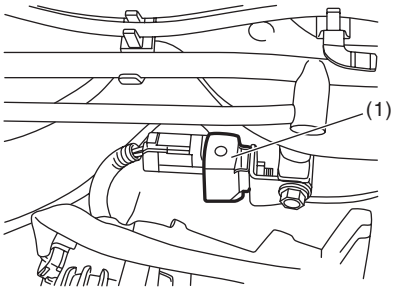
EN-00168

- Solenoid valve, emission control system parts and ignition system parts



(1) Purge control solenoid valve
(2) EGR valve
(3) Ignition coil and ignitor ASSY
(4) Oil switching solenoid valve
(5) Variable valve lift diagnosis oil pressure switch

Electrical Component Location



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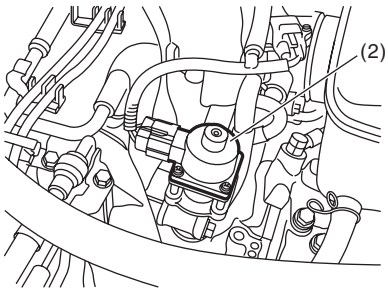

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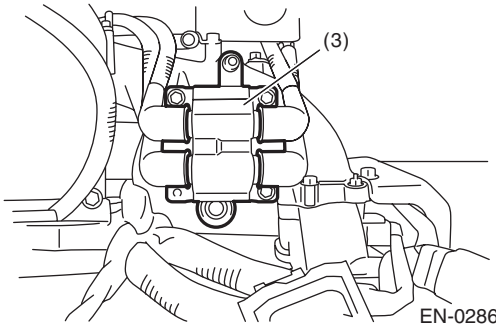

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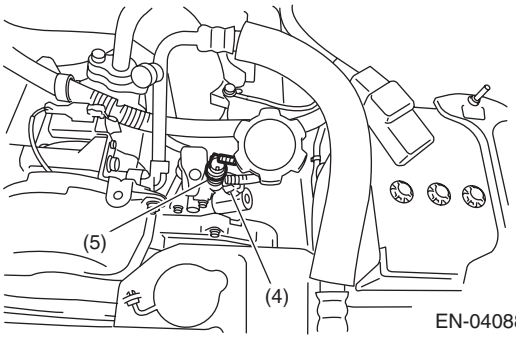
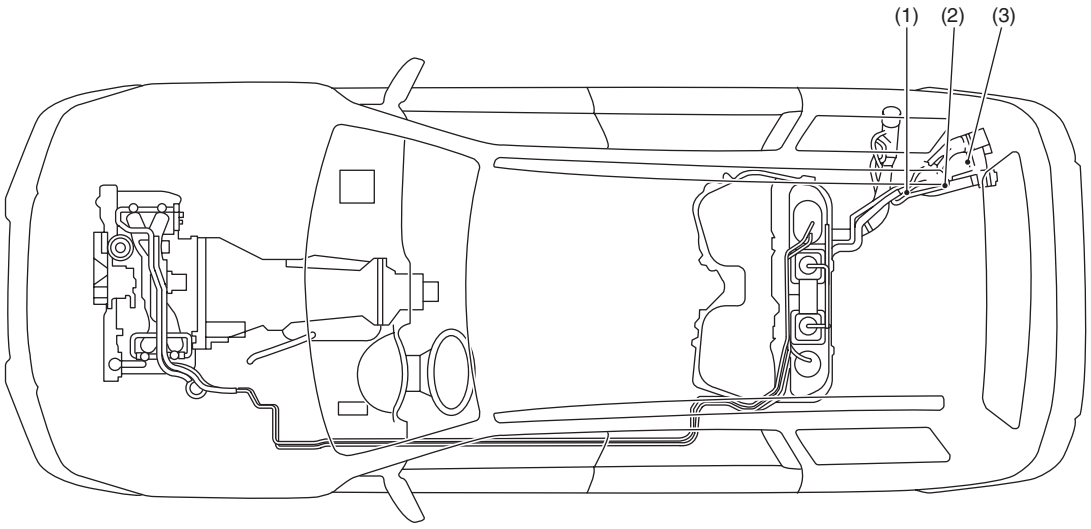
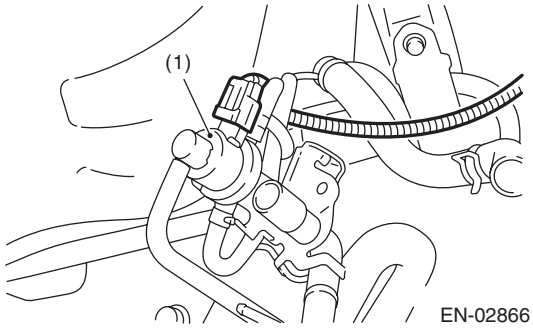


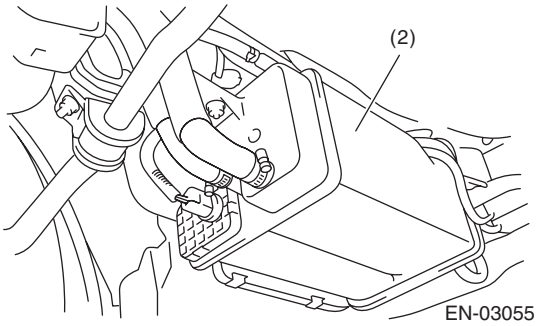
EN-04088

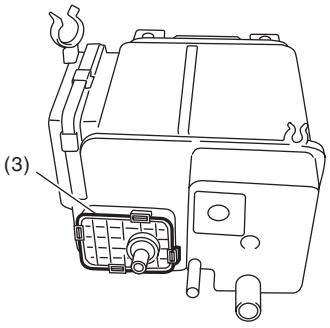


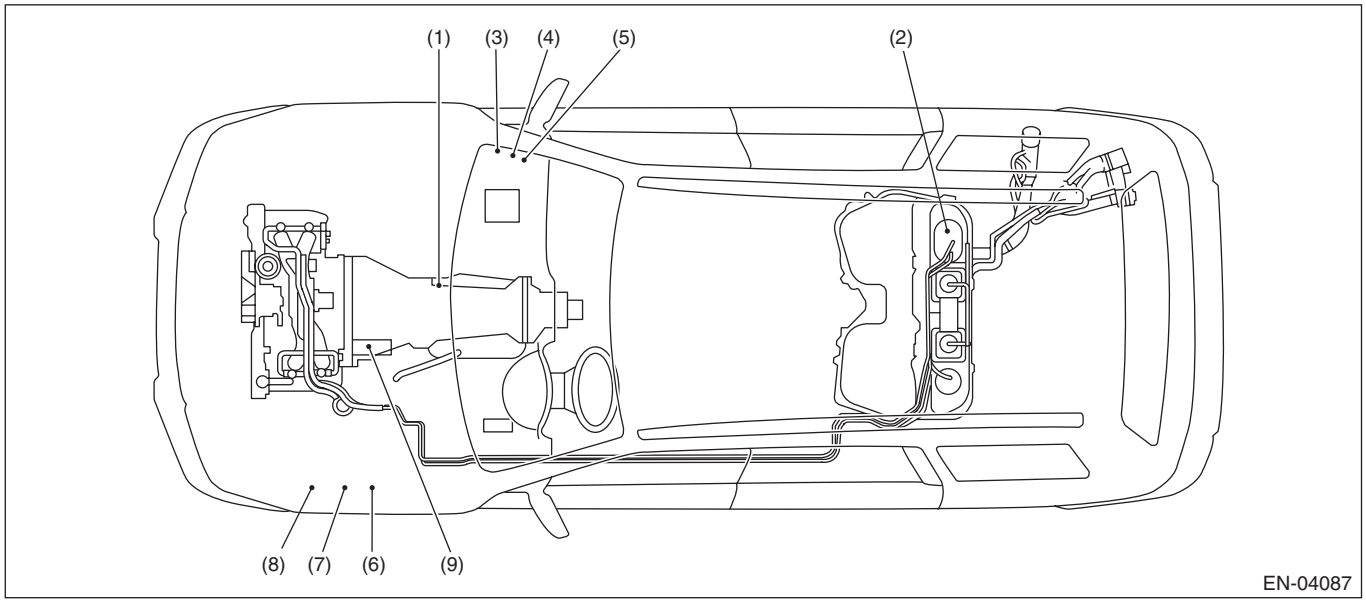
EN-03849

(1) Pressure control solenoid valve (2) Canister (3) Drain valve

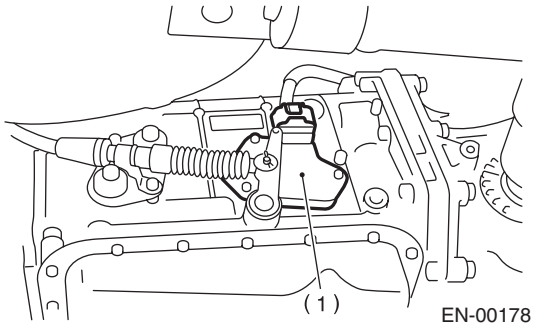




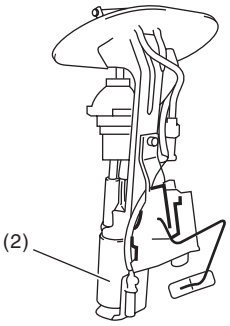




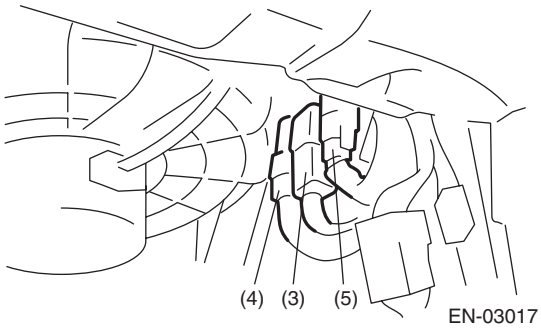
(1) Inhibitor switch
(2) Fuel pump
(3) Main relay
(4) Fuel pump relay
(5) Electronic throttle control relay
(6) Radiator main fan relay
(7) Radiator sub fan relay
(8) Fan mode relay
(9) Starter



EN-00178



EN-04086



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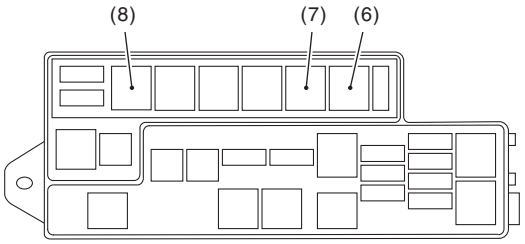

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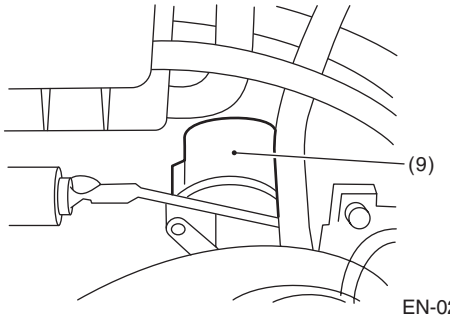
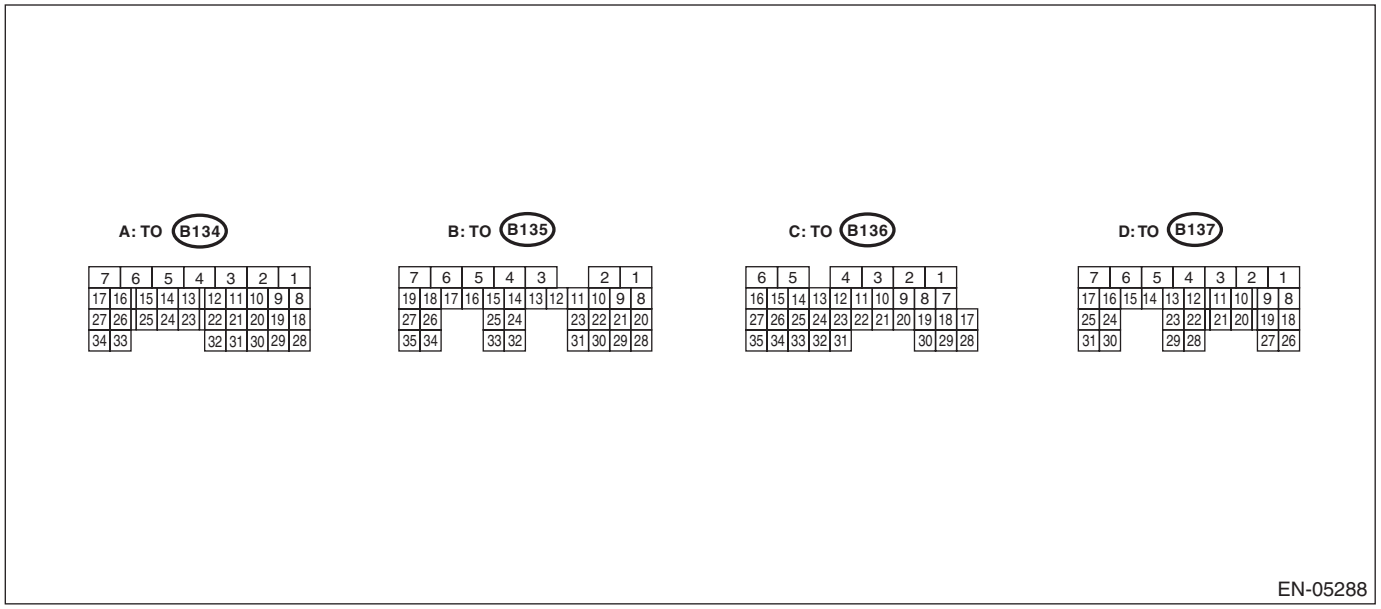


EN-02096

5. Engine Control Module (ECM) I/O Signal

A: ELECTRICAL SPECIFICATION



- U5 model

Contents		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Crankshaft position sensor	Signal (+)	B134	13	0	–7 — +7	Sensor output waveform
	Signal (–)	B134	14	0	0	—
	Shield	B134	24	0	0	—
Rear oxygen sensor	Signal	B135	4	0	0 — 0.9	—
	Shield	B135	1	0	0	—
Front oxygen (A/F) sensor heater	Signal 1	B136	3	10 — 13	1 — 14	Waveform
	Signal 2	B136	2	10 — 13	1 — 14	Waveform
Rear oxygen sensor heater signal		B136	4	10 — 13	1 — 14	Waveform
Engine coolant temperature sensor		B134	34	1.0 — 1.4	1.0 — 1.4	After engine is warmed-up.
Vehicle speed signal		B136	12	0 or 5	0 or 5	“5” and “0” are repeatedly displayed when vehicle is driven.
Air flow sensor	Signal	B135	26	—	0.3 — 4.5	—
	Shield	B135	35	0	0	—
	GND	B135	34	0	0	—
Intake air temperature sensor signal		B135	18	0.3 — 4.6	0.3 — 4.6	—
Camshaft position sensor	Signal (+)	B134	12	0	–7 — +7	Sensor output waveform
	Signal (–)	B134	22	0	0	—
	Shield	B134	24	0	0	—
Starter switch		B136	32	0	0	Cranking: 8 — 14
A/C switch		B136	23	ON: 10 — 13 OFF: 0	ON: 12 — 14 OFF: 0	—
A/C middle pressure switch		B136	33	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Ignition switch		B135	27	10 — 13	12 — 14	—
Neutral position switch		B136	31	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Test mode connector		B135	19	10 — 13	13 — 14	When connected: 0
Knock sensor	Signal	B134	15	2.5	2.5	—
	Shield	B134	25	0	0	—
Back-up power supply		B135	5	10 — 13	12 — 14	Ignition switch “OFF”: 10 — 13
Control module power supply		B134	7	10 — 13	12 — 14	—
		B135	2	10 — 13	12 — 14	—
Ignition control	#1, #2	B137	18	0	1 — 3.4	Waveform
	#3, #4	B137	19	0	1 — 3.4	Waveform
Fuel injector	#1	B137	8	10 — 13	1 — 14	Waveform
	#2	B137	9	10 — 13	1 — 14	Waveform
	#3	B137	10	10 — 13	1 — 14	Waveform
	#4	B137	11	10 — 13	1 — 14	Waveform
Fuel pump relay control		B136	13	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—
A/C relay control		B136	9	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—

Contents		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Radiator fan relay 1 control		B136	18	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—
Radiator fan relay 2 control		B136	29	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	Model with A/C only
Starter relay control		B136	20	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—
Self-shutoff control		B136	24	0.5 or less	0.5 or less	—
Malfunction indicator light		B136	11	—	—	Light “ON”: 1 or less Light “OFF”: 10 — 14
Engine speed output		B136	22	—	0 — 13	Waveform
Purge control solenoid valve		B137	29	ON: 1 or less OFF: 10 — 13	ON: 1 or less OFF: 12 — 14	Sensor output waveform
Manifold absolute pressure sensor		B134	6	3.4 — 3.8	1.4 — 1.8	—
Fuel tank pressure sensor	Signal	B135	32	2.3 — 2.7	2.3 — 2.7	The valve operates when fuel filler cap is removed and reinstalled.
	GND (sensor)	B135	30	0	0	—
Pressure control solenoid valve		B136	28	ON: 1 or less OFF: 10 — 13	ON: 1 or less OFF: 12 — 14	—
Drain valve		B136	17	ON: 1 or less OFF: 10 — 13	ON: 1 or less OFF: 12 — 14	—
Fuel level sensor		B135	10	0.3 — 4.5	0.3 — 4.5	—
Fuel temperature sensor signal		B135	17	1 — 4	1 — 4	—
Small light switch		B135	33	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Blower fan switch		B135	11	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Rear defogger switch		B135	13	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Power steering oil pressure switch		B134	33	ON: 1 or less OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Front oxygen (A/F) sensor	Signal (+)	B135	9	—	2.7 — 2.9	—
	Signal (–)	B135	8	—	2.35 — 2.55	—
	Shield	B135	1	0	0	—
SSM communication line		B136	16	1 or less ←→ 4 or more	1 or less ←→ 4 or more	—
Electronic throttle control	Main	B134	18	0.64 — 0.72 Fully opened: 3.96	0.64 — 0.72 (After engine is warmed-up.)	Fully closed: 0.6 Fully opened: 3.96
	Sub	B134	28	1.51 — 1.58 Fully opened: 4.17	1.51 — 1.58 (After engine is warmed-up.)	Fully closed: 1.48 Fully opened: 4.17
	Power supply	B134	19	5	5	—
	GND (sensor)	B134	29	0	0	—
Electronic throttle control motor (+)		B137	5	Duty waveform	Duty waveform	Drive frequency: 500 Hz
Electronic throttle control motor (–)		B137	4	Duty waveform	Duty waveform	Drive frequency: 500 Hz

Contents		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Electronic throttle control motor power supply		B136	1	10 — 13	12 — 14	—
Electronic throttle control motor relay		B136	21	0	0	When ignition switch is turned to ON: ON
Accelerator pedal position sensor	Main sensor signal	B135	23	Fully closed: 0.7 Fully opened: 3.0	Fully closed: 0.7 Fully opened: 3.0	—
	Main power supply	B135	21	5	5	—
	GND (main sensor)	B135	29	0	0	—
	Sub sensor signal	B135	31	Fully closed: 0.7 Fully opened: 3.0	Fully closed: 0.7 Fully opened: 3.0	—
	Sub power supply	B135	22	5	5	—
	GND (Sub sensor)	B135	30	0	0	—
Cruise control set light		B136	19	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Main light		B135	3	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Clutch switch		B136	25	When clutch pedal is depressed: 0 When brake pedal is released: 10 — 13	When clutch pedal is depressed: 0 When brake pedal is released: 12 — 14	—
Brake switch 1		B135	20	When brake pedal is depressed: 0 When brake pedal is released: 10 — 13	When brake pedal is depressed: 0 When brake pedal is released: 12 — 14	—
Brake switch 2		B135	28	When brake pedal is depressed: 10 — 13 When brake pedal is released: 0	When brake pedal is depressed: 12 — 14 When brake pedal is released: 0	—
Cruise control command switch		B135	24	When operating nothing: 3.5 — 4.5 When operating RES/ACC: 2.5 — 3.5 When operating SET/COAST: 0.5 — 1.5 When operating cancel: 0 — 0.5	When operating nothing: 3.5 — 4.5 When operating RES/ACC: 2.5 — 3.5 When operating SET/COAST: 0.5 — 1.5 When operating cancel: 0 — 0.5	—
Cruise control main switch		B135	12	ON: 0 OFF: 5	ON: 0 OFF: 5	—
Oil temperature sensor signal		B134	23	1.0 — 1.4	1.0 — 1.4	After engine is warmed-up.
Variable valve lift diagnosis Oil pressure switch RH		B134	31	0	0	—
Variable valve lift diagnosis Oil pressure switch LH		B134	32	0	0	—
Oil switching solenoid valve RH	Signal (+)	B137	25	0	Duty waveform	Drive frequency: 300 Hz
	Signal (–)	B137	24	0	0	—
Oil switching solenoid valve LH	Signal (+)	B137	31	0	Duty waveform	Drive frequency: 300 Hz
	Signal (–)	B137	30	0	0	—

Contents		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Blow-by leak diagnosis signal		B134	30	0	0	When there is an open circuit (malfunction): 10 — 14
Serial Communication Link	Signal (+)	B136	27	Pulse signal		—
	Signal (–)	B136	35	Pulse signal		—
EGR valve	Signal 1	B134	8	10 — 13	0 or 12 — 14	—
	Signal 2	B134	9	10 — 13	0 or 12 — 14	—
	Signal 3	B134	10	10 — 13	0 or 12 — 14	—
	Signal 4	B134	20	10 — 13	0 or 12 — 14	—
GND	(Engine 1)	B134	5	0	0	—
	(Engine 2)	B137	7	0	0	—
	(Engine 3)	B137	2	0	0	—
	(Engine 4)	B137	1	0	0	—
	(Engine 5)	B137	3	0	0	—
	(Ignition 1)	B137	26	0	0	—
	(Ignition 2)	B137	6	0	0	—
	(Body)	B136	6	0	0	—

Engine Control Module (ECM) I/O Signal

- U6 model

Contents		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Crankshaft position sensor	Signal (+)	B134	13	0	–7 — +7	Sensor output waveform
	Signal (–)	B134	14	0	0	—
	Shield	B134	24	0	0	—
Rear oxygen sensor	Signal	B135	4	0	0 — 0.9	—
	Shield	B135	1	0	0	—
Front oxygen (A/F) sensor heater	Signal 1	B136	3	10 — 13	1 — 14	Waveform
	Signal 2	B136	2	10 — 13	1 — 14	Waveform
Rear oxygen sensor heater signal		B136	4	10 — 13	1 — 14	Waveform
Engine coolant temperature sensor		B134	34	1.0 — 1.4	1.0 — 1.4	After engine is warmed-up.
Vehicle speed signal		B136	12	0 or 5	0 or 5	"5" and "0" are repeatedly displayed when vehicle is driven.
Air flow sensor	Signal	B135	26	—	0.3 — 4.5	—
	Shield	B135	35	0	0	—
	GND	B135	34	0	0	—
Intake air temperature sensor signal		B135	18	0.3 — 4.6	0.3 — 4.6	—
Camshaft position sensor	Signal (+)	B134	12	0	–7 — +7	Sensor output waveform
	Signal (–)	B134	22	0	0	—
	Shield	B134	24	0	0	—
Starter switch		B136	32	0	0	Cranking: 8 — 14
A/C switch		B136	23	ON: 10 — 13 OFF: 0	ON: 12 — 14 OFF: 0	—
A/C middle pressure switch		B136	33	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Ignition switch		B135	27	10 — 13	12 — 14	—
Neutral position switch		B136	31	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Test mode connector		B135	19	10 — 13	13 — 14	When connected: 0
Knock sensor	Signal	B134	15	2.5	2.5	—
	Shield	B134	25	0	0	—
Back-up power supply		B135	5	10 — 13	12 — 14	Ignition switch "OFF": 10 — 13
Control module power supply		B134	7	10 — 13	12 — 14	—
		B135	2	10 — 13	12 — 14	—
Ignition control	#1, #2	B137	18	0	1 — 3.4	Waveform
	#3, #4	B137	19	0	1 — 3.4	Waveform
Fuel injector	#1	B137	8	10 — 13	1 — 14	Waveform
	#2	B137	9	10 — 13	1 — 14	Waveform
	#3	B137	10	10 — 13	1 — 14	Waveform
	#4	B137	11	10 — 13	1 — 14	Waveform
Fuel pump relay control		B136	13	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—
A/C relay control		B136	9	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—

Contents		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Radiator fan relay 1 control		B136	18	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—
Radiator fan relay 2 control		B136	29	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	Model with A/C only
Starter relay control		B136	20	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—
Self-shutoff control		B136	24	0.5 or less	0.5 or less	—
Malfunction indicator light		B136	11	—	—	Light “ON”: 1 or less Light “OFF”: 10 — 14
Engine speed output		B136	22	—	0 — 13	Waveform
Purge control solenoid valve		B137	29	ON: 1 or less OFF: 10 — 13	ON: 1 or less OFF: 12 — 14	Sensor output waveform
Manifold absolute pressure sensor		B134	6	3.4 — 3.8	1.4 — 1.8	—
Fuel tank pressure sensor	Signal	B135	32	2.3 — 2.7	2.3 — 2.7	The valve operates when fuel filler cap is removed and reinstalled.
	GND (sensor)	B135	30	0	0	—
Pressure control solenoid valve		B136	28	ON: 1 or less OFF: 10 — 13	ON: 1 or less OFF: 12 — 14	—
Drain valve		B136	17	ON: 1 or less OFF: 10 — 13	ON: 1 or less OFF: 12 — 14	—
Fuel level sensor		B135	10	0.3 — 4.5	0.3 — 4.5	—
Fuel temperature sensor signal		B135	17	1 — 4	1 — 4	—
Small light switch		B135	15	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Blower fan switch		B135	16	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Rear defogger switch		B135	14	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Power steering oil pressure switch		B134	33	ON: 1 or less OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Front oxygen (A/F) sensor	Signal (+)	B135	9	—	2.7 — 2.9	—
	Signal (–)	B135	8	—	2.35 — 2.55	—
	Shield	B135	1	0	0	—
SSM communication line		B136	16	1 or less ←→ 4 or more	1 or less ←→ 4 or more	—
Electronic throttle control	Main	B134	18	0.64 — 0.72 Fully opened: 3.96	0.64 — 0.72 (After engine is warmed-up.)	Fully closed: 0.6 Fully opened: 3.96
	Sub	B134	28	1.51 — 1.58 Fully opened: 4.17	1.51 — 1.58 (After engine is warmed-up.)	Fully closed: 1.48 Fully opened: 4.17
	Power supply	B134	19	5	5	—
	GND (sensor)	B134	29	0	0	—
Electronic throttle control motor (+)		B137	5	Duty waveform	Duty waveform	Drive frequency: 500 Hz
Electronic throttle control motor (–)		B137	4	Duty waveform	Duty waveform	Drive frequency: 500 Hz

Engine Control Module (ECM) I/O Signal

Contents		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Electronic throttle control motor power supply		B136	1	10 — 13	12 — 14	—
Electronic throttle control motor relay		B136	21	0	0	When ignition switch is turned to ON: ON
Accelerator pedal position sensor	Main sensor signal	B135	23	Fully closed: 0.7 Fully opened: 3.0	Fully closed: 0.7 Fully opened: 3.0	—
	Main power supply	B135	21	5	5	—
	GND (main sensor)	B135	29	0	0	—
	Sub sensor signal	B135	31	Fully closed: 0.7 Fully opened: 3.0	Fully closed: 0.7 Fully opened: 3.0	—
	Sub power supply	B135	22	5	5	—
	GND (Sub sensor)	B135	30	0	0	—
Cruise control set light		B135	3	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Main light		B135	6	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Clutch switch		B136	25	When clutch pedal is depressed: 0 When brake pedal is released: 10 — 13	When clutch pedal is depressed: 0 When brake pedal is released: 12 — 14	—
Brake switch 1		B135	20	When brake pedal is depressed: 0 When brake pedal is released: 10 — 13	When brake pedal is depressed: 0 When brake pedal is released: 12 — 14	—
Brake switch 2		B135	28	When brake pedal is depressed: 10 — 13 When brake pedal is released: 0	When brake pedal is depressed: 12 — 14 When brake pedal is released: 0	—
Cruise control command switch		B135	24	When operating nothing: 3.5 — 4.5 When operating RES/ACC: 2.5 — 3.5 When operating SET/COAST: 0.5 — 1.5 When operating cancel: 0 — 0.5	When operating nothing: 3.5 — 4.5 When operating RES/ACC: 2.5 — 3.5 When operating SET/COAST: 0.5 — 1.5 When operating cancel: 0 — 0.5	—
Cruise control main switch		B135	12	ON: 0 OFF: 5	ON: 0 OFF: 5	—
Oil temperature sensor signal		B134	23	1.0 — 1.4	1.0 — 1.4	After engine is warmed-up.
Variable valve lift diagnosis Oil pressure switch RH		B134	31	0	0	—

Contents		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Variable valve lift diagnosis Oil pressure switch LH		B134	32	0	0	—
Oil switching solenoid valve RH	Signal (+)	B137	25	0	Duty waveform	Drive frequency: 300 Hz
	Signal (–)	B137	24	0	0	—
Oil switching solenoid valve LH	Signal (+)	B137	31	0	Duty waveform	Drive frequency: 300 Hz
	Signal (–)	B137	30	0	0	—
Blow-by leak diagnosis signal		B134	30	0	0	When there is an open circuit (malfunction): 10 — 14
Serial Communication Link	Signal (+)	B136	27	Pulse signal		—
	Signal (–)	B136	35	Pulse signal		—
EGR valve	Signal 1	B134	8	10 — 13	0 or 12 — 14	—
	Signal 2	B134	9	10 — 13	0 or 12 — 14	—
	Signal 3	B134	10	10 — 13	0 or 12 — 14	—
	Signal 4	B134	20	10 — 13	0 or 12 — 14	—
GND	(Engine 1)	B134	5	0	0	—
	(Engine 2)	B137	7	0	0	—
	(Engine 3)	B137	2	0	0	—
	(Engine 4)	B137	1	0	0	—
	(Engine 5)	B137	3	0	0	—
	(Ignition 1)	B137	26	0	0	—
	(Ignition 2)	B137	6	0	0	—
	(Body)	B136	6	0	0	—

Engine Control Module (ECM) I/O Signal

- C0 model

Contents		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Crankshaft position sensor	Signal (+)	B134	13	0	–7 — +7	Sensor output waveform
	Signal (–)	B134	14	0	0	—
	Shield	B134	24	0	0	—
Rear oxygen sensor	Signal	B135	4	0	0 — 0.9	—
	Shield	B135	1	0	0	—
Front oxygen (A/F) sensor heater	Signal 1	B136	3	10 — 13	1 — 14	Waveform
	Signal 2	B136	2	10 — 13	1 — 14	Waveform
Rear oxygen sensor heater signal		B136	4	10 — 13	1 — 14	Waveform
Engine coolant temperature sensor		B134	34	1.0 — 1.4	1.0 — 1.4	After engine is warmed-up.
Vehicle speed signal		B136	13	0 or 5	0 or 5	“5” and “0” are repeatedly displayed when vehicle is driven.
Air flow sensor	Signal	B135	26	—	0.3 — 4.5	—
	Shield	B135	35	0	0	—
	GND	B135	34	0	0	—
Intake air temperature sensor signal		B135	18	0.3 — 4.6	0.3 — 4.6	—
Camshaft position sensor	Signal (+)	B134	12	0	–7 — +7	Sensor output waveform
	Signal (–)	B134	22	0	0	—
	Shield	B134	24	0	0	—
Starter switch		B136	32	0	0	Cranking: 8 — 14
A/C switch		B136	24	ON: 10 — 13 OFF: 0	ON: 12 — 14 OFF: 0	—
A/C middle pressure switch		B136	33	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Ignition switch		B135	19	10 — 13	12 — 14	—
Neutral position switch		B136	31	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Test mode connector		B135	27	10 — 13	13 — 14	When connected: 0
Knock sensor	Signal	B134	15	2.5	2.5	—
	Shield	B134	25	0	0	—
Back-up power supply		B135	5	10 — 13	12 — 14	Ignition switch “OFF”: 10 — 13
Control module power supply		B134	7	10 — 13	12 — 14	—
		B135	2	10 — 13	12 — 14	—
Ignition control	#1, #2	B137	18	0	1 — 3.4	Waveform
	#3, #4	B137	19	0	1 — 3.4	Waveform
Fuel injector	#1	B137	8	10 — 13	1 — 14	Waveform
	#2	B137	9	10 — 13	1 — 14	Waveform
	#3	B137	10	10 — 13	1 — 14	Waveform
	#4	B137	11	10 — 13	1 — 14	Waveform
Fuel pump relay control		B136	12	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—
A/C relay control		B136	9	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—

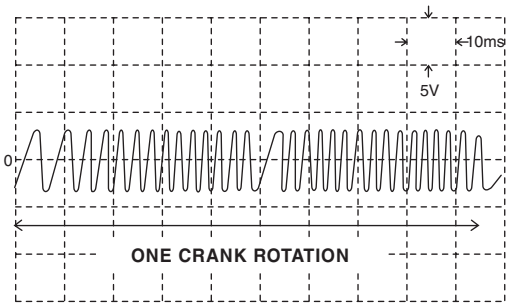
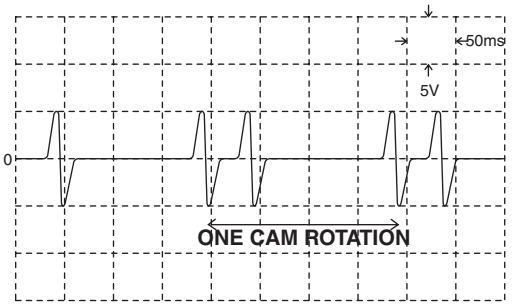
Contents		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Radiator fan relay 1 control		B136	18	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—
Radiator fan relay 2 control		B136	29	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	Model with A/C only
Starter relay control		B136	20	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—
Self-shutoff control		B136	23	0.5 or less	0.5 or less	—
Malfunction indicator light		B136	11	—	—	Light “ON”: 1 or less Light “OFF”: 10 — 14
Engine speed output		B136	22	—	0 — 13	Waveform
Purge control solenoid valve		B137	29	ON: 1 or less OFF: 10 — 13	ON: 1 or less OFF: 12 — 14	Sensor output waveform
Manifold absolute pressure sensor		B134	6	3.4 — 3.8	1.4 — 1.8	—
Fuel tank pressure sensor	Signal	B135	32	2.3 — 2.7	2.3 — 2.7	The valve operates when fuel filler cap is removed and reinstalled.
	GND (sensor)	B135	30	0	0	—
Pressure control solenoid valve		B136	28	ON: 1 or less OFF: 10 — 13	ON: 1 or less OFF: 12 — 14	—
Drain valve		B136	17	ON: 1 or less OFF: 10 — 13	ON: 1 or less OFF: 12 — 14	—
Fuel level sensor		B135	10	0.3 — 4.5	0.3 — 4.5	—
Fuel temperature sensor signal		B135	17	1 — 4	1 — 4	—
Small light switch		B135	15	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Blower fan switch		B135	16	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Rear defogger switch		B135	14	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Power steering oil pressure switch		B134	33	ON: 1 or less OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Front oxygen (A/F) sensor	Signal (+)	B135	9	—	2.7 — 2.9	—
	Signal (–)	B135	8	—	2.35 — 2.55	—
	Shield	B135	1	0	0	—
SSM communication line		B136	16	1 or less ←→ 4 or more	1 or less ←→ 4 or more	—
Electronic throttle control	Main	B134	18	0.64 — 0.72 Fully opened: 3.96	0.64 — 0.72 (After engine is warmed-up.)	Fully closed: 0.6 Fully opened: 3.96
	Sub	B134	28	1.51 — 1.58 Fully opened: 4.17	1.51 — 1.58 (After engine is warmed-up.)	Fully closed: 1.48 Fully opened: 4.17
	Power supply	B134	19	5	5	—
	GND (sensor)	B134	29	0	0	—
Electronic throttle control motor (+)		B137	5	Duty waveform	Duty waveform	Drive frequency: 500 Hz
Electronic throttle control motor (–)		B137	4	Duty waveform	Duty waveform	Drive frequency: 500 Hz

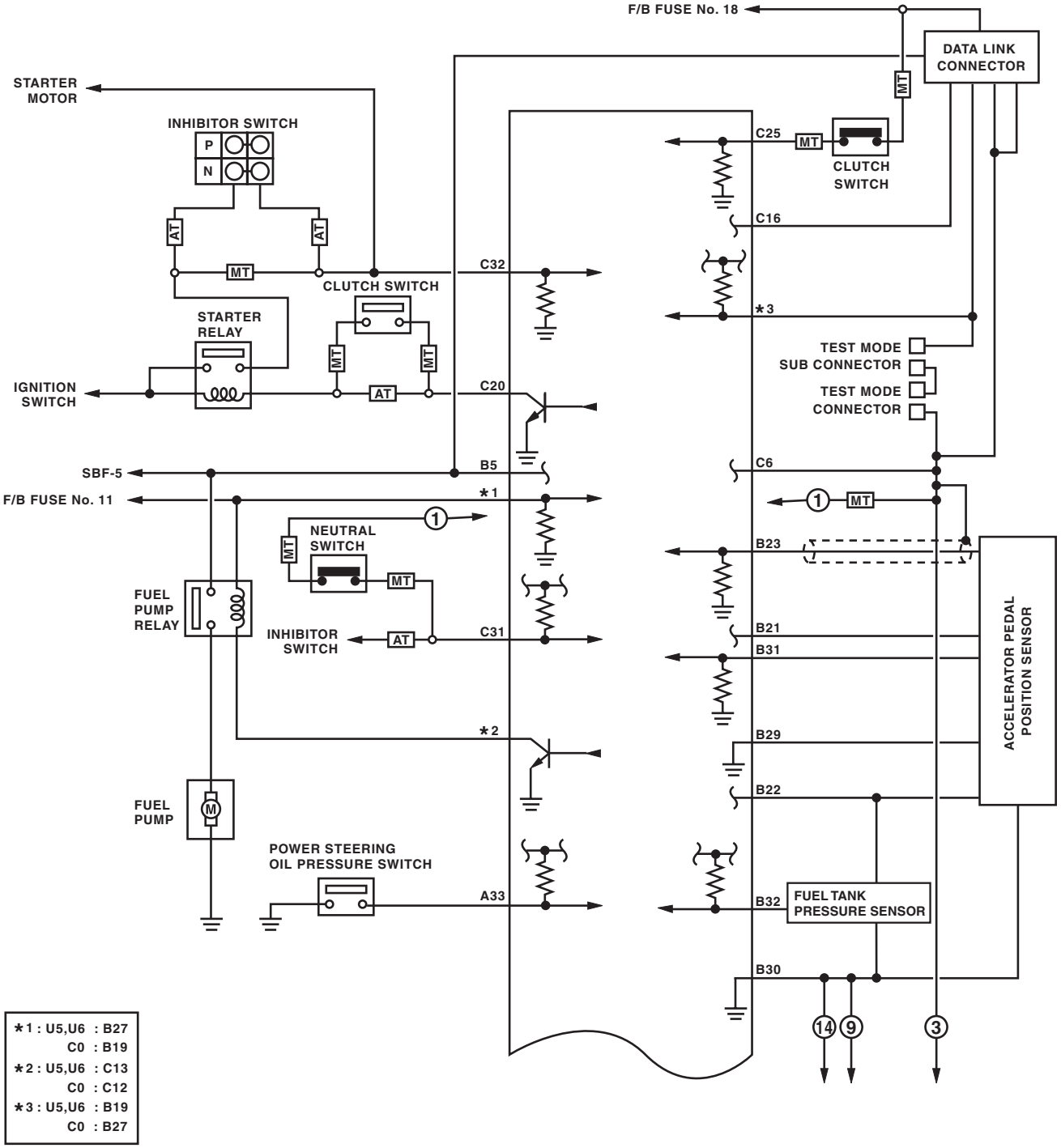
Engine Control Module (ECM) I/O Signal

Contents		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Electronic throttle control motor power supply		B136	1	10 — 13	12 — 14	—
Electronic throttle control motor relay		B136	21	0	0	When ignition switch is turned to ON: ON
Accelerator pedal position sensor	Main sensor signal	B135	23	Fully closed: 0.7 Fully opened: 3.0	Fully closed: 0.7 Fully opened: 3.0	—
	Main power supply	B135	21	5	5	—
	GND (main sensor)	B135	29	0	0	—
	Sub sensor signal	B135	31	Fully closed: 0.7 Fully opened: 3.0	Fully closed: 0.7 Fully opened: 3.0	—
	Sub power supply	B135	22	5	5	—
	GND (Sub sensor)	B135	30	0	0	—
Cruise control set light		B135	3	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Main light		B135	6	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Clutch switch		B136	25	When clutch pedal is depressed: 0 When brake pedal is released: 10 — 13	When clutch pedal is depressed: 0 When brake pedal is released: 12 — 14	—
Brake switch 1		B135	20	When brake pedal is depressed: 0 When brake pedal is released: 10 — 13	When brake pedal is depressed: 0 When brake pedal is released: 12 — 14	—
Brake switch 2		B135	28	When brake pedal is depressed: 10 — 13 When brake pedal is released: 0	When brake pedal is depressed: 12 — 14 When brake pedal is released: 0	—
Cruise control command switch		B135	24	When operating nothing: 3.5 — 4.5 When operating RES/ACC: 2.5 — 3.5 When operating SET/COAST: 0.5 — 1.5 When operating cancel: 0 — 0.5	When operating nothing: 3.5 — 4.5 When operating RES/ACC: 2.5 — 3.5 When operating SET/COAST: 0.5 — 1.5 When operating cancel: 0 — 0.5	—
Cruise control main switch		B135	12	ON: 0 OFF: 5	ON: 0 OFF: 5	—
Oil temperature sensor signal		B134	23	1.0 — 1.4	1.0 — 1.4	After engine is warmed-up.
Variable valve lift diagnosis Oil pressure switch RH		B134	31	0	0	—
Variable valve lift diagnosis Oil pressure switch LH		B134	32	0	0	—

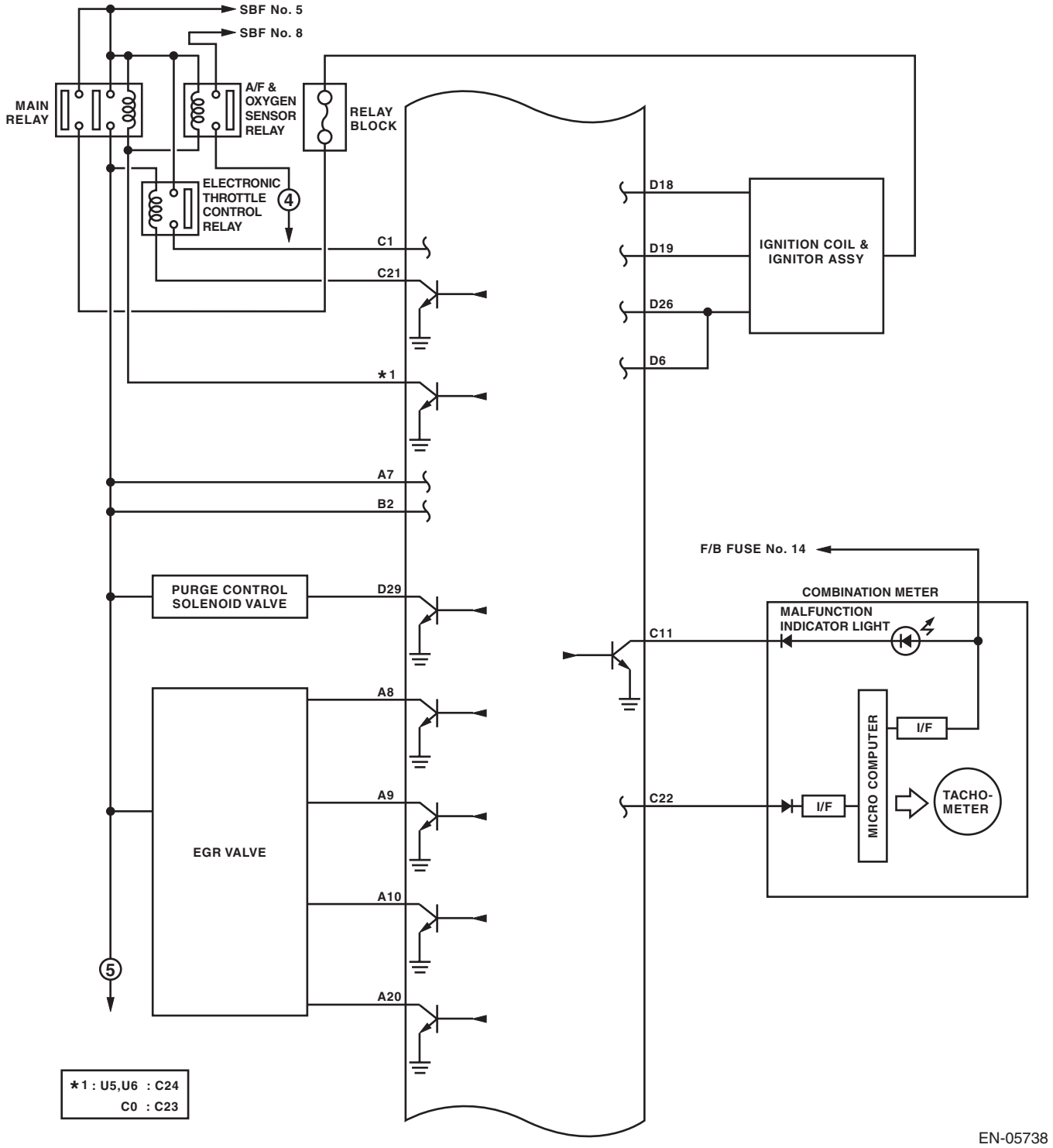
Engine Control Module (ECM) I/O Signal

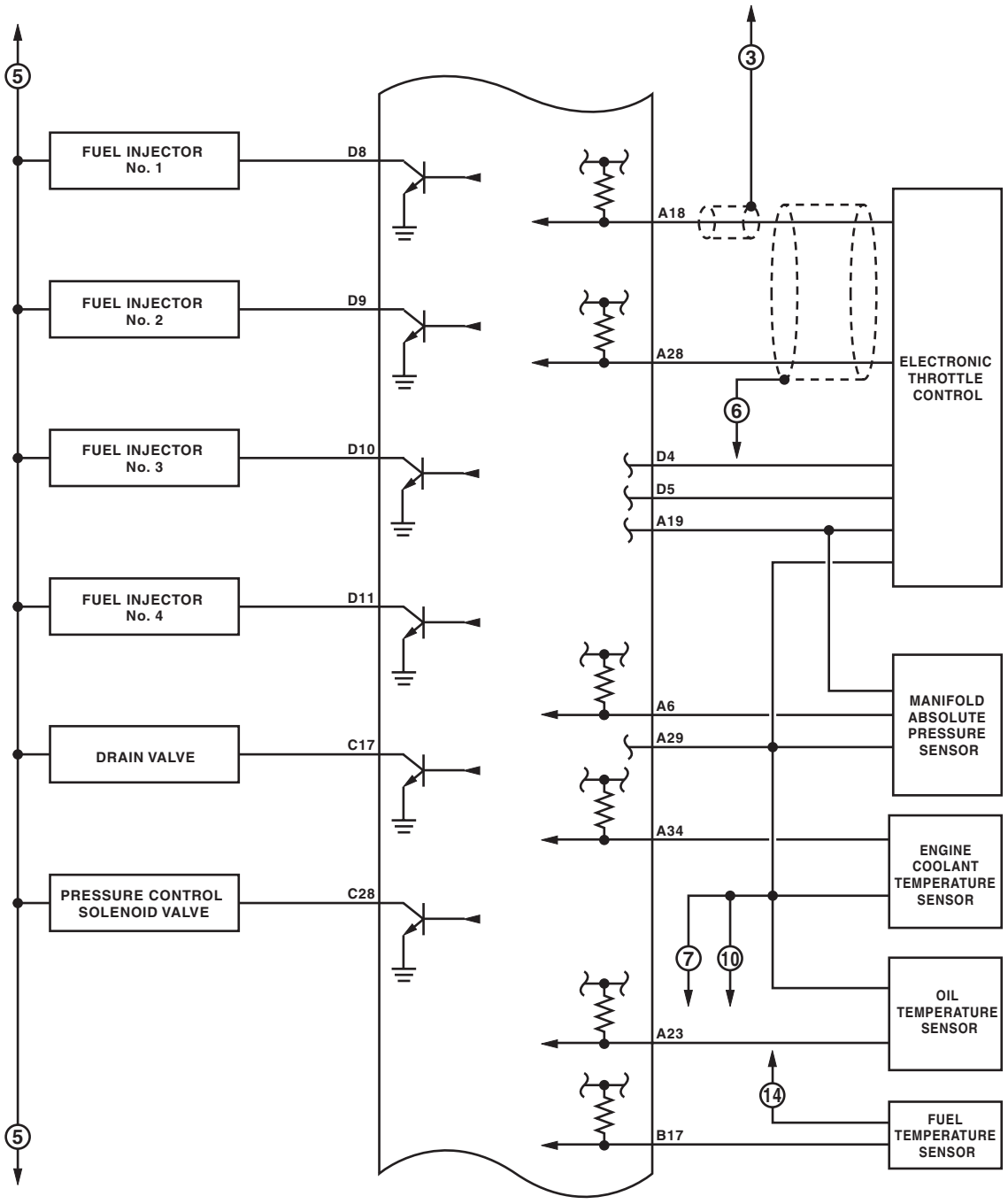
Contents		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Oil switching solenoid valve RH	Signal (+)	B137	25	0	Duty waveform	Drive frequency: 300 Hz
	Signal (–)	B137	24	0	0	—
Oil switching solenoid valve LH	Signal (+)	B137	31	0	Duty waveform	Drive frequency: 300 Hz
	Signal (–)	B137	30	0	0	—
Blow-by leak diagnosis signal		B134	30	0	0	When there is an open circuit (malfunction): 10 — 14
Serial Communication Link	Signal (+)	B136	27	Pulse signal		—
	Signal (–)	B136	35	Pulse signal		—
EGR valve	Signal 1	B134	8	10 — 13	0 or 12 — 14	—
	Signal 2	B134	9	10 — 13	0 or 12 — 14	—
	Signal 3	B134	10	10 — 13	0 or 12 — 14	—
	Signal 4	B134	20	10 — 13	0 or 12 — 14	—
GND	(Engine 1)	B134	5	0	0	—
	(Engine 2)	B137	7	0	0	—
	(Engine 3)	B137	2	0	0	—
	(Engine 4)	B137	1	0	0	—
	(Engine 5)	B137	3	0	0	—
	(Ignition 1)	B137	26	0	0	—
	(Ignition 2)	B137	6	0	0	—
	(Body)	B136	6	0	0	—

Input/output name	Measuring condition	Waveform
1. Crankshaft position sensor	During idling	 EN-05322
2. Camshaft position sensor	During idling	 EN-05323

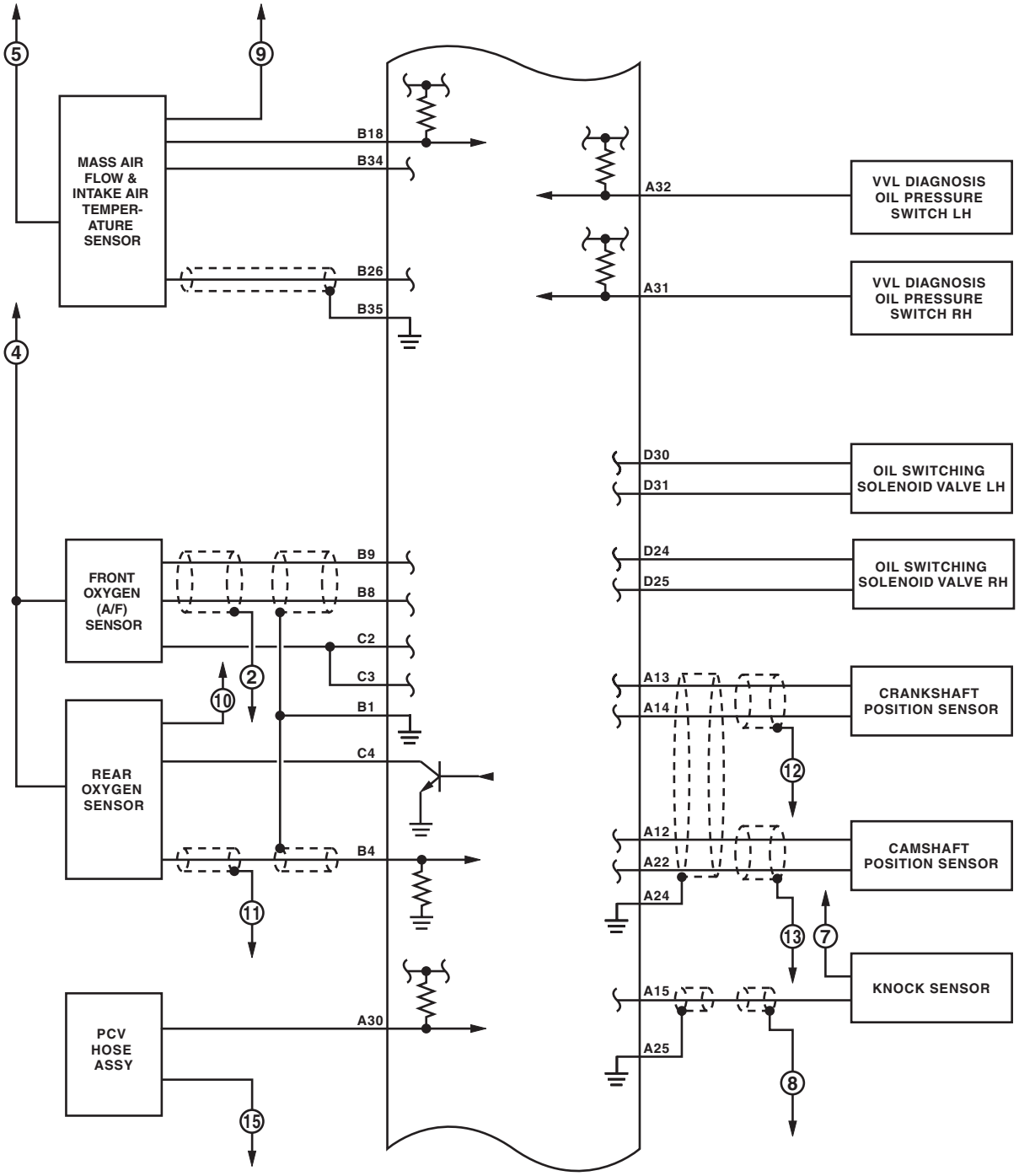

F/B FUSE No. 18
DATA LINK CONNECTOR
STARTER MOTOR
INHIBITOR SWITCH
P
N
AT
MT
CLUTCH SWITCH
C25
C16
C32
C20
STARTER RELAY
IGNITION SWITCH
TEST MODE SUB CONNECTOR
TEST MODE CONNECTOR
SBF-5
B5
C6
F/B FUSE No. 11
*1
NEUTRAL SWITCH
B23
FUEL PUMP RELAY
C31
B21
B31
ACCELERATOR PEDAL POSITION SENSOR
*2
B29
B22
FUEL PUMP
POWER STEERING OIL PRESSURE SWITCH
A33
B32
FUEL TANK PRESSURE SENSOR
B30
14
9
3
*1 : U5,U6 : B27
C0 : B19
*2 : U5,U6 : C13
C0 : C12
*3 : U5,U6 : B19
C0 : B27

EN-05737

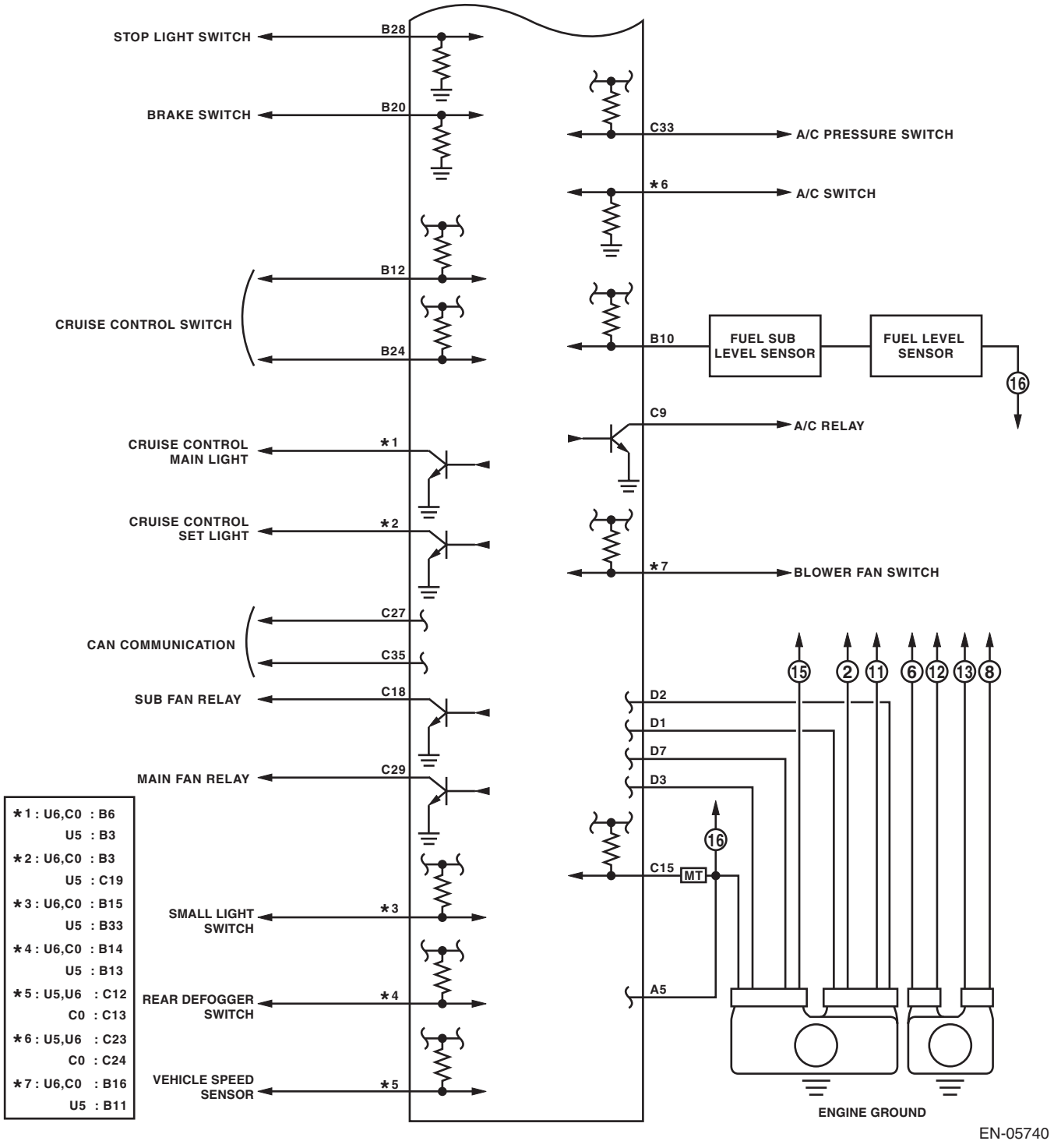

SBF No. 5
SBF No. 8
MAIN RELAY
A/F & OXYGEN SENSOR RELAY
RELAY BLOCK
ELECTRONIC THROTTLE CONTROL RELAY
4
C1
C21
*1
A7
B2
PURGE CONTROL SOLENOID VALVE
D29
A8
A9
A10
A20
EGR VALVE
5
D18
D19
D26
D6
IGNITION COIL & IGNITOR ASSY
F/B FUSE No. 14
COMBINATION METER
MALFUNCTION INDICATOR LIGHT
C11
C22
I/F
MICRO COMPUTER
TACHO-METER
*1 : U5,U6 : C24
C0 : C23
EN-05738


5
FUEL INJECTOR No. 1
D8
FUEL INJECTOR No. 2
D9
FUEL INJECTOR No. 3
D10
FUEL INJECTOR No. 4
D11
DRAIN VALVE
C17
PRESSURE CONTROL SOLENOID VALVE
C28
5
3
A18
A28
6
D4
D5
A19
ELECTRONIC THROTTLE CONTROL
A6
A29
MANIFOLD ABSOLUTE PRESSURE SENSOR
A34
ENGINE COOLANT TEMPERATURE SENSOR
7
10
A23
OIL TEMPERATURE SENSOR
14
B17
FUEL TEMPERATURE SENSOR

EN-05382


5
9
MASS AIR FLOW & INTAKE AIR TEMPER-ATURE SENSOR
B18
B34
B26
B35
A32
VVL DIAGNOSIS OIL PRESSURE SWITCH LH
A31
VVL DIAGNOSIS OIL PRESSURE SWITCH RH
4
D30
D31
OIL SWITCHING SOLENOID VALVE LH
D24
D25
OIL SWITCHING SOLENOID VALVE RH
FRONT OXYGEN (A/F) SENSOR
B9
B8
C2
C3
B1
A13
A14
CRANKSHAFT POSITION SENSOR
10
2
REAR OXYGEN SENSOR
C4
12
A12
A22
A24
CAMSHAFT POSITION SENSOR
B4
11
13
7
KNOCK SENSOR
A15
PCV HOSE ASSY
A30
A25
8
15

EN-05739


STOP LIGHT SWITCH
B28
BRAKE SWITCH
B20
B12
CRUISE CONTROL SWITCH
B24
CRUISE CONTROL MAIN LIGHT
*1
CRUISE CONTROL SET LIGHT
*2
C27
CAN COMMUNICATION
C35
SUB FAN RELAY
C18
MAIN FAN RELAY
C29
SMALL LIGHT SWITCH
*3
REAR DEFOGGER SWITCH
*4
VEHICLE SPEED SENSOR
*5
C33
A/C PRESSURE SWITCH
*6
A/C SWITCH
B10
FUEL SUB LEVEL SENSOR
FUEL LEVEL SENSOR
16
C9
A/C RELAY
*7
BLOWER FAN SWITCH
15
2
11
6
12
13
8
D2
D1
D7
D3
16
C15
MT
A5
ENGINE GROUND
*1 : U6,C0 : B6
U5 : B3
*2 : U6,C0 : B3
U5 : C19
*3 : U6,C0 : B15
U5 : B33
*4 : U6,C0 : B14
U5 : B13
*5 : U5,U6 : C12
C0 : C13
*6 : U5,U6 : C23
C0 : C24
*7 : U6,C0 : B16
U5 : B11

EN-05740

6. Engine Condition Data

A: ELECTRICAL SPECIFICATION

Content		Specification
Engine load	Other than U5 model	17.6 — 35.6 (%): Idling
		15.4 — 31.1 (%): 2,500 rpm racing
	U5 model	14.4 — 29.2 (%): Idling
		15.7 — 31.8(%) 2,500 rpm racing

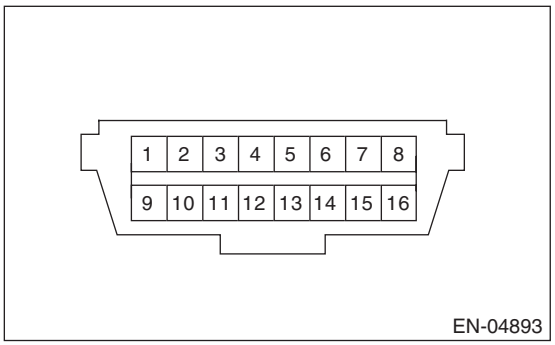
Measuring condition:
- After engine is warmed-up.
- Gear position is in “N” or “P” range.
- A/C is turned OFF.
- Turn all the accessory switches to OFF.

7. Data Link Connector

A: NOTE

This connector is used both for general scan tools and the Subaru Select Monitor.

CAUTION:
Do not connect any scan tools other than general scan tools and the Subaru Select Monitor, because the circuit for the Subaru Select Monitor may be damaged.



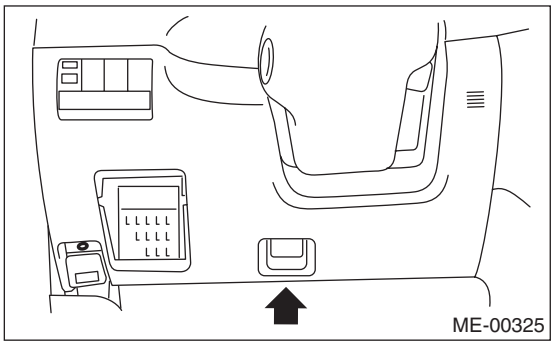
Terminal No.	Content	Terminal No.	Content
1	Blank	9	Blank
2	Blank	10	Blank
3	Ground	11	Blank
4	Blank	12	Blank
5	Blank	13	Blank
6	CAN-H	14	CAN-L
7	Subaru Select Monitor signal	15	Blank
8	Blank	16	Power supply

8. General Scan Tool

A: OPERATION

1. HOW TO USE GENERAL SCAN TOOL

1) Prepare a scan tool (general scan tool) required by SAE J1978.
2) Open the cover and connect the general scan tool to the data link connector located in the lower portion of instrument panel (on the driver's side).



3) Using the general scan tool, call up DTC and freeze frame data.
General scan tool functions consist of:

(1) MODE $01: Current powertrain diagnostic data
(2) MODE $02: Powertrain freeze frame data
(3) MODE $03: Emission-related powertrain DTC
(4) MODE $04: Clear/Reset emission-related diagnostic information
(5) MODE $06: Request on-board monitoring test results for intermittently monitored systems
(6) MODE $07: Request on-board monitoring test results for continuously monitored systems
(7) MODE $09: Request vehicle information

Read out the data according to repair procedures. (For detailed operation procedure, refer to the general scan tool instruction manual.)

NOTE:
For details concerning DTC, refer to "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>

2. MODE $01 (CURRENT POWERTRAIN DIAGNOSTIC DATA)

Refer to data denoting the current operating condition of analog input/output, digital input/output or the powertrain system.
A list of the support data and PID (Parameter Identification) codes are shown in the following table.

PID	Data	Unit of measure
$01	Number of emission-related powertrain DTC and malfunction indicator light status and diagnosis support information	—
$03	Fuel system control status	—
$04	Calculated engine load value	%
$05	Engine coolant temperature	°C
$06	Short term fuel trim	%
$07	Long term fuel trim	%
$0B	Intake manifold absolute pressure	kPa
$0C	Engine speed	rpm
$0D	Vehicle speed	km/h
$0E	Ignition timing advance	°
$0F	Intake air temperature	°C
$10	Air flow rate from mass air flow sensor	g/sec
$11	Throttle valve absolute opening angle	%
$13	Check whether oxygen sensor is installed.	—
$15	Oxygen sensor output voltage and short term fuel trim associated with oxygen sensor (Bank 1 Sensor 2)	V and %
$1C	Supporting OBD system	—
$1F	Elapsed time after starting engine	sec
$21	Travel distance after the malfunction indicator light illuminates	km
$24	A/F value and A/F sensor output voltage (Bank 1 Sensor 1)	— and V
$2C	Target EGR	%
$2D	EGR deviation	%
$2E	Evaporative purge	%
$2F	Fuel level	%
$30	Engine speed for warm up after DTC clear	—
$31	Travel distance after DTC clear	km
$32	Fuel tank pressure	mmHg
$33	Atmospheric pressure	mmHg
$34	A/F value and A/F current (Bank 1 Sensor 1)	— and mA
$3C	Catalytic temperature #1	°C
$41	Diagnostic monitor of each drive cycle	—
$42	ECM power voltage	V
$43	Absolute load	%
$44	A/F target lambda	—
$45	Relative throttle opening angle	%
$46	Ambient temperature	°C
$47	Absolute throttle opening angle 2	%
$49	Absolute accelerator opening angle 1	%
$4A	Absolute accelerator opening angle 2	%
$4C	Target throttle opening angle	%
$4D	Engine operating time while malfunction indicator light lit	min
$4E	Elapsed time after DTC clear	min
$51	Fuel used	—
$5A	Relative accelerator opening angle	%

NOTE:
Refer to general scan tool manufacturer's instruction manual to access generic OBD-II PIDs (MODE $01).

3. MODE $02 (POWERTRAIN FREEZE FRAME DATA)

Refer to data denoting the operating condition when trouble is detected by on-board diagnosis system. A list of the support data and PID (Parameter Identification) codes are shown in the following table.

PID	Data	Unit of measure
$02	DTC that caused the freeze frame data storage required by CARB	—
$03	Fuel system control status	—
$04	Calculated engine load value	%
$05	Engine coolant temperature	°C
$06	Short term fuel trim	%
$07	Long term fuel trim	%
$0B	Intake manifold absolute pressure	kPa
$0C	Engine speed	rpm
$0D	Vehicle speed	km/h
$0E	Ignition timing advance	°
$0F	Intake air temperature	°C
$10	Air flow rate from mass air flow sensor	g/sec
$11	Throttle valve absolute opening angle	%
$13	Air fuel ratio sensor	—
$15	Oxygen sensor output voltage and short term fuel trim associated with oxygen sensor (Bank 1 Sensor 2)	V and %
$1C	Supporting OBD system	—
$1F	Elapsed time after starting engine	sec
$2C	Target EGR	%
$2D	EGR deviation	%
$2E	Evaporative purge	%
$2F	Fuel level	%
$32	Fuel tank pressure	mmHg
$33	Atmospheric pressure	mmHg
$42	ECM power voltage	V
$43	Absolute load	%
$44	A/F target lambda	—
$45	Relative throttle opening angle	%
$46	Ambient temperature	°C
$47	Absolute throttle opening angle 2	%
$49	Absolute accelerator opening angle 1	%
$4A	Absolute accelerator opening angle 2	%
$4C	Target throttle opening angle	%

NOTE:
Refer to general scan tool manufacturer's instruction manual to access freeze frame data (MODE $02).

4. MODE $03 (EMISSION-RELATED POWERTRAIN DTC)

Refer to "Read Diagnostic Trouble Code (DTC)" for information about data denoting emission-related powertrain DTC. <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>

5. MODE $04 (CLEAR/RESET EMISSION-RELATED DIAGNOSTIC INFORMATION)

Refer to the mode used to clear or reset emission-related diagnostic information (OBD-II trouble diagnostic information).

NOTE:
Refer to general scan tool manufacturer's instruction manual to clear the emission-related diagnostic information (MODE $04).

6. MODE $06

Refer to the test value of troubleshooting and data of test specification on the support data bit sequence table. A list of the support data is shown in the following table.

OBDMID	TID	SID	Test value & Test specification
$01	$81	$0A	A/F sensor conduction abnormal (Bank 1 Sensor 1)
	$82	$8D	
	$83	$14	
	$84	$1E	A/F sensor range abnormal (Bank 1 Sensor 1)
	$85	$1E	
	$86	$20	A/F sensor response abnormal (Bank 1 Sensor 1)
$02	$87	$0B	Oxygen sensor circuit abnormal (Bank 1 Sensor 2)
	$88	$0B	
	$07	$0B	Oxygen sensor drop abnormal (Bank 1 Sensor 2)
	$08	$0B	
	$A5	$0B	
	$05	$10	Oxygen sensor response abnormal (Bank 1 Sensor 2)
	$06	$10	
$21	$89	$20	Catalyst degradation diagnosis (Bank 1)
$31	$8A	$FD	EGR system diagnosis
$39	$93	$FE	Evaporative emission control system (Cap off)
$3B	$94	$FE	Evaporative emission control system (0.04 inch leak)
	$95	$FE	
$3C	$96	$FE	Evaporative emission control system (0.02 inch leak)
	$97	$FE	
$3D	$98	$FE	Evaporative emission control system (Purge flow)
$41	$99	$24	A/F sensor heater abnormal (Bank 1 Sensor 1)
	$9A	$24	
	$9B	$14	A/F sensor heater characteristics abnormal (Bank 1 Sensor 1)
$42	$9C	$24	Oxygen sensor heater abnormal (Bank 1 Sensor 2)
	$9D	$24	
$A1	$0B	$24	Misfire monitoring (All cylinders)
	$0C	$24	
$A2	$0B	$24	Misfire monitoring (#1 cylinder)
	$0C	$24	
$A3	$0B	$24	Misfire monitoring (#2 cylinder)
	$0C	$24	
$A4	$0B	$24	Misfire monitoring (#3 cylinder)
	$0C	$24	
$A5	$0B	$24	Misfire monitoring (#4 cylinder)
	$0C	$24	

7. MODE $07

Refer to the data of DTC (pending code) for troubleshooting result about emission in the first time.

8. MODE $09

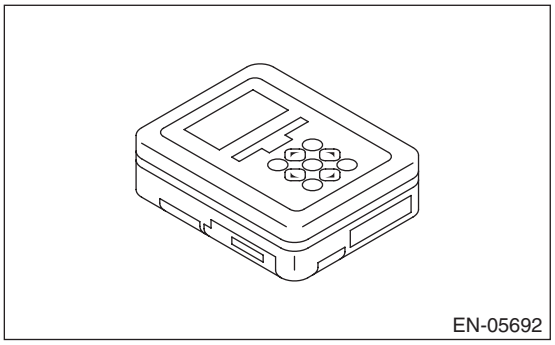
Refer to data of vehicle specification (V.I.N., calibration ID, diagnosis frequency etc.).

9. Subaru Select Monitor

A: OPERATION

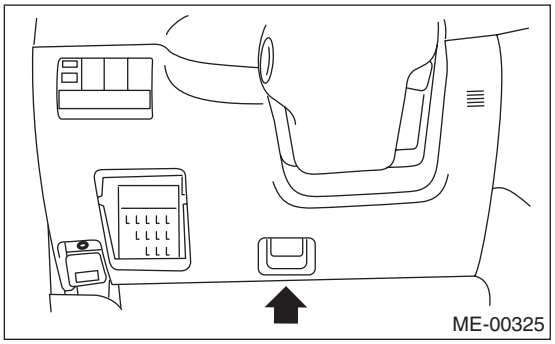
1. HOW TO USE SUBARU SELECT MONITOR

1) Prepare the Subaru Select Monitor kit. <Ref. to EN(H4SO)(diag)-7, PREPARATION TOOL, General Description.>



2) Prepare the personal computer which has been installed the Subaru Select Monitor.
3) Connect the USB cable between SDI (Subaru Diagnosis Interface) and USB port on the personal computer (dedicated port for the Subaru Select Monitor).

NOTE:
The dedicated port for the Subaru Select Monitor means the USB port which was used to install the Subaru Select Monitor.
4) Connect the diagnosis cable to the SDI.
5) Connect the SDI to data link connector located in the lower portion of the instrument panel (on the driver's side).



CAUTION:
Do not connect the scan tools except for Subaru Select Monitor and general scan tool.
6) Start up the personal computer.
7) Turn the ignition switch to ON (engine OFF), and run the "PC application for Subaru Select Monitor".
8) Call up DTC and data, then record them.

NOTE:
For detailed operation procedure, refer to the "PC application help for Subaru Select Monitor".

2. READ DIAGNOSTIC TROUBLE CODE (DTC) FOR ENGINE (NORMAL MODE)

Refer to "Read Diagnostic Trouble Code (DTC)" for information about how to display a DTC. <Ref. to EN(H4SO)(diag)-51, Read Diagnostic Trouble Code (DTC).>

3. READ DIAGNOSTIC TROUBLE CODE (DTC) FOR ENGINE (OBD MODE)

Refer to "Read Diagnostic Trouble Code (DTC)" for information about how to display a DTC. <Ref. to EN(H4SO)(diag)-51, Read Diagnostic Trouble Code (DTC).>

4. READ CURRENT DATA FOR ENGINE (NORMAL MODE)

1) On the «Main Menu» display screen, select the {Each System Check}.
2) On the «System Selection Menu» display screen, select the {Engine Control System}.
3) Click the [OK] button after the information of engine type has been displayed.
4) On the «Engine Diagnosis» display screen, select the {Current Data Display & Save}.
5) On the «Current Data Display & Save» display screen, select the {Normal Measurement}.
6) Using the scroll key, scroll the display screen up or down until the desired data is shown.

• A list of the support data is shown in the following table.

Contents	Display	Unit of measure	Note (at idling)
Engine load	Engine Load	%	21.0%
Engine coolant temperature signal	Coolant Temp.	°C or °F	92°C or 198°F (After warming up)
A/F correction #1	A/F Correction #1	%	–0.8%
A/F learning 1	A/F Learning #1	%	0.0%
Intake manifold absolute pressure	Mani. Absolute Pressure	mmHg, kPa, inHg or psig	200 — 300 mmHg, 26.7 — 40 kPa, 7.8 — 11.8 inHg or 3.8 — 5.8 psig
Engine speed signal	Engine Speed	rpm	600 — 800 rpm (Agree with the tachometer indication)
Meter vehicle speed signal	Meter Vehicle Speed	km/h or MPH	0 km/h or 0 MPH (at parking)
Ignition timing signal	Ignition Timing	deg	14 — 16 deg
Intake air temperature signal	Intake Air Temp.	°C or °F	(Ambient air temperature)
Intake air amount	Mass Air Flow	g/s or lb/m	2.8 — 3.2 g/s or 0.37 — 0.42 lb/m
Throttle opening angle signal	Throttle Opening Angle	%	2.0%
Rear oxygen sensor voltage	Rear O2 Sensor	V	0.1 — 0.7 V
Battery voltage	Battery Voltage	V	12 — 14 V
Mass air flow voltage	Air Flow Sensor Voltage	V	1.26 V
Injection 1 pulse width	Fuel Injection #1 Pulse	ms	2.82 ms
Knock sensor correction	Knocking Correction	deg	0.0 deg
Atmospheric absolute pressure signal	Atmospheric Pressure	mmHg, kPa, inHg or psig	(Atmosphere pressure)
Intake manifold relative pressure	Mani. Relative Pressure	mmHg, kPa, inHg or psig	(Air intake absolute pressure – atmosphere pressure)
Fuel tank pressure signal	Fuel Tank Pressure	mmHg, kPa, inHg or psig	+7.9 mmHg, +1.1 kPa, +0.31 inHg or +0.15 psig
Fuel temperature signal	Fuel Temp.	°C or °F	+20°C or +68°F
Fuel level signal	Fuel Level	V	0 — 5 V
Acceleration opening angle signal	Acceleration Opening Angle	%	0.0%
Purge control solenoid duty ratio	CPC Valve Duty Ratio	%	0 — 3%
No. of EGR steps	No. of EGR Step	STEP	0 STEP
A/F sensor current value 1	A/F Sensor #1 Current	mA	–0.2 — 0.2 mA
A/F sensor resistance value 1	A/F Sensor #1 Resistance	Ω	32 Ω
A/F sensor output lambda 1	A/F sensor output lambda 1	—	1.0
Ignition timing learning	Learned Ignition Timing	deg	—
A/F correction #3	A/F Correction #3	%	0.3%
A/F learning 3	A/F Learning #3	%	0.00%

Contents	Display	Unit of measure	Note (at idling)
Throttle motor duty	Throttle Motor Duty	%	–15%
Throttle power supply voltage	Throttle Motor Voltage	V	(Battery voltage)
Sub throttle sensor voltage	Sub Throttle Sensor	V	1.52 V
Main throttle sensor voltage	Main Throttle Sensor	V	0.66 V
Sub accelerator sensor voltage	Sub Accelerator Sensor	V	0.68 V
Main accelerator sensor voltage	Main Accelerator Sensor	V	0.68 V
Memory vehicle speed	Memorized Cruise Speed	km/h or MPH	0 km/h or 0 MPH
Engine oil temperature	Engine Oil Temperature	°C	≥ 85°C (After engine warmed-up)
Oil switching solenoid valve duty R	Osv Duty R	%	16.9%
Oil switching solenoid valve duty L	OSV Duty L	%	16.9%
Oil switching solenoid valve current R	OSV Current R	mA	192 mA
Oil switching solenoid valve current L	OSV Current L	mA	192 mA
Variable valve lift lift mode	VVL Lift Mode	—	1
#1 cylinder roughness monitor	Roughness Monitor #1	—	0
#2 cylinder roughness monitor	Roughness Monitor #2	—	0
#3 cylinder roughness monitor	Roughness Monitor #3	—	0
#4 cylinder roughness monitor	Roughness Monitor #4	—	0
AT/MT identification terminal	AT Model ID Signal	—	AT model / MT model
Delivery (test) mode terminal	Test Mode Terminal	—	U-check
Neutral position switch signal	Neutral Position Switch	—	Neutral
Soft idle switch signal	Idle Switch Signal	—	At idle
Ignition switch signal	Ignition Switch	—	ON input
Power steering switch signal	P/S Switch	—	OFF input (At OFF)
Air conditioning switch signal	A/C Switch	—	OFF input (At OFF)
Starter switch signal	Starter Switch	—	OFF input
Rear O_2 monitor	Rear O2 Rich Signal	—	Rich/Lean
Knocking signal	Knocking Signal	—	None
Crankshaft position sensor signal	Crankshaft Position Signal	—	Provided
Camshaft position sensor signal	Camshaft Position Signal	—	Provided
Rear defogger switch signal	Rear Defogger Switch	—	OFF input (At OFF)
Blower fan switch signal	Blower Fan Switch	—	OFF input (At OFF)
Light switch signal	Light Switch	—	OFF input (At OFF)
A/C middle pressure switch signal	A/C Mid Pressure Switch	—	OFF input (At OFF)
Air conditioner compressor relay output signal	A/C Compressor Signal	—	OFF output (At OFF)
Radiator fan relay 1 signal	Radiator Fan Relay #1	—	OFF output (At OFF)
Radiator fan relay 2 signal	Radiator Fan Relay #2	—	OFF output (At OFF)
Fuel pump relay signal	Fuel Pump Relay	—	ON output
Pressure control solenoid valve signal	PCV Solenoid Valve	—	OFF output
PCV hose assembly diagnosis signal	Blow-by Leak Diagnosis Connector	—	Connect
D check request flag	D Check Request	—	OFF
Delivery mode connector	Delivery Mode	—	OFF
Drain valve signal	Vent. Solenoid Valve	—	OFF output
Variable valve lift diagnosis oil pressure switch signal 1	Eng. Oil Press. SW 1	—	ON
Variable valve lift diagnosis oil pressure switch signal 2	Eng. Oil Press. SW 2	—	ON
AT coordinate retard angle demand signal	Retard Signal from AT	—	None
AT coordinate fuel cut demand signal	Fuel Cut Signal from AT	—	None

Contents	Display	Unit of measure	Note (at idling)
AT cooperative permission signal	Torque Control Permission Signal	—	ON
Electronic throttle control motor relay signal	ETC Motor Relay	—	ON
Clutch switch signal	Clutch Switch	—	OFF (At OFF)
Stop light switch signal	Stop Light Switch	—	OFF (At OFF)
SET/COAST switch signal	SET/COAST Switch	—	OFF (At OFF)
RES/ACC switch signal	RESUME/ACCEL Switch	—	OFF (At OFF)
Brake switch signal	Brake Switch	—	OFF (At OFF)
Main switch signal	Main Switch	—	OFF (At OFF)
Cruise control cancel switch signal	Cruise Control Cancel Switch	—	OFF (At OFF)

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

5. READ CURRENT DATA FOR ENGINE (OBD MODE)

1) On the «Main Menu» display screen, select the {Each System Check}.
2) On the «System Selection Menu» display screen, select the {Engine Control System}.
3) Click the [OK] button after the information of engine type has been displayed.
4) On the «Engine Diagnosis» display screen, select the {OBD System}.
5) On the «OBD Menu» display screen, select the {Current Data Display & Save}.
6) On the «Current Data Display & Save» display screen, select the {All Data Display}.
7) Using the scroll key, scroll the display screen up or down until the desired data is shown.

• A list of the support data is shown in the following table.

Contents	Display	Referential value (at idling)	Unit of measure
Number of diagnosis code	Number of DTC	0	—
Condition of malfunction indicator light	MI (MIL)	OFF	—
Monitoring test of misfire	Misfire monitoring (Supp)	YES	—
Monitoring test of misfire	Misfire monitoring (Rdy)	YES	—
Monitoring test of fuel system	Fuel System Monitoring (Supp)	YES	—
Monitoring test of fuel system	Fuel System Monitoring (Rdy)	YES	—
Monitoring test of comprehensive component	Component monitoring (Supp)	YES	—
Monitoring test of comprehensive component	Component monitoring (Rdy)	YES	—
Test of catalyst	Catalyst Diagnosis (Supp)	YES	—
Test of catalyst	Catalyst Diagnosis (Rdy)	NO	—
Test of heating-type catalyst	Heated catalyst (Supp)	NO	—
Test of heating-type catalyst	Heated catalyst (Rdy)	N/A	—
Test of evaporative emission purge control system	Evaporative purge system (Supp)	YES	—
Test of evaporative emission purge control system	Evaporative purge system (Rdy)	NO	—
Secondary air system test	Secondary air system (Supp)	NO	—
Secondary air system test	Secondary air system (Rdy)	N/A	—
Test of air conditioning system refrigerant	A/C system refrigerant (Supp)	NO	—
Test of air conditioning system refrigerant	A/C system refrigerant (Rdy)	N/A	—
Oxygen sensor test	Oxygen sensor (Supp)	YES	—
Oxygen sensor test	Oxygen sensor (Rdy)	NO	—
Oxygen sensor heater test	Oxygen Heater Diagnosis (Supp)	YES	—
Oxygen sensor heater test	Oxygen Heater Diagnosis (Rdy)	YES	—
Test of EGR system	EGR system (Supp)	NO	—
Test of EGR system	EGR system (Rdy)	N/A	—
Air fuel ratio control system for bank 1	A/F Control #1	Normal CLOSE	—
Engine load data	Load	21.0	%
Engine coolant temperature signal	Coolant Temp.	91	°C
Short term fuel trim by front oxygen (A/F) sensor	A/F Correction Value #1	0.8	%
Long term fuel trim by front oxygen (A/F) sensor	A/F Learning Value #1	3.9	%
Intake manifold absolute pressure signal	Mani. Absolute Pressure	233	mmHg
Engine speed signal	Engine Speed	700	rpm
Vehicle speed signal	Vehicle Speed	0	km/h
#1 Cylinder ignition timing	Ignition timing #1	16.5	°
Intake air temperature signal	Intake Air Temp.	54	°C
Amount of intake air	Mass Air Flow	2.8	g/s
Throttle position signal	Throttle Opening Angle	13	%
Oxygen sensor (Bank 1 Sensor 2)	Oxygen sensor #12	0.1 — 0.7	V
Air fuel ratio correction by rear oxygen sensor	A/F Correction #12	0.0	%
On-board diagnostic system	OBD system	OBD/OBD2	—
Front oxygen (A/F) sensor (Bank 1 Sensor 1)	Oxygen sensor #11	Support	—

Contents	Display	Referential value (at idling)	Unit of measure
Oxygen sensor (Bank 1 Sensor 2)	Oxygen sensor #12	Support	—
Time elapsed after engine start	Time Since Engine Start	—	sec
Travel distance after the malfunction indicator light illuminates	Lighted MI lamp history	—	km
A/F lambda signal	A/F sensor #11	1.001	—
A/F sensor output signal	A/F sensor #11	2.805	V
Evaporative purge	Commanded Evap Purge	0	%
Fuel level signal	Fuel Level	—	%
Number of warm ups after DTC clear	Number of warm-ups	—	—
Travel distance after DTC clear	Meter since DTC cleared	—	km
Fuel tank pressure signal	Fuel Tank Pressure	8.8	mmHg
Atmospheric absolute pressure signal	Atomosphere Pressure	Atmospheric pressure	mmHg
A/F lambda signal #11	A/F sensor #11	0.999	—
A/F sensor current #11	A/F sensor #11	0.02	mA
Target EGR	Target EGR	—	%
EGR deviation	EGR deviation	—	%
Catalyzer temperature #1	Catalyst Temperature #1	—	°C
Monitoring test of misfire	Misfire monitoring (Enable)	YES	—
Monitoring test of misfire	Misfire monitoring (Comp)	NO	—
Monitoring test of fuel system	Fuel system monitoring (Enable)	YES	—
Monitoring test of fuel system	Fuel system monitoring (Comp)	NO	—
Monitoring test of comprehensive component	Component monitoring (Enable)	YES	—
Monitoring test of comprehensive component	Component monitoring (Comp)	NO	—
Test of catalyst	Catalyst Diagnosis (Enable)	YES	—
Test of catalyst	Catalyst Diagnosis (Comp)	NO	—
Test of heating-type catalyst	Heated catalyst (Enable)	N/A	—
Test of heating-type catalyst	Heated catalyst (Comp)	N/A	—
Test of evaporative emission purge control system	Evaporative purge system (Enable)	NO	—
Test of evaporative emission purge control system	Evaporative purge system (Comp)	NO	—
Secondary air system test	Secondary air system (Enable)	N/A	—
Secondary air system test	Secondary air system (Comp)	N/A	—
Test of air conditioning system refrigerant	A/C system refrigerant (Enable)	N/A	—
Test of air conditioning system refrigerant	A/C system refrigerant (Comp)	N/A	—
Oxygen sensor test	Oxygen senor (Enable)	YES	—
Oxygen sensor test	Oxygen senor (Comp)	NO	—
Oxygen sensor heater test	Oxygen sensor heater (Enable)	YES	—
Oxygen sensor heater test	Oxygen sensor heater (Comp)	NO	—
Test of EGR system	EGR system (Enable)	YES	—
Test of EGR system	EGR system (Comp)	NO	—
ECM power voltage	Control module voltage	13.789	V
Absolute load	Absolute Load Value	22	%
A/F ratio target lambda	Target Equivalence Ratio	0.976	—
Relative throttle opening angle	Relative Throttle Pos.	2	%
Ambient temperature	Ambient Temperature	Ambient air temperature	°C
Absolute throttle opening angle 2	Absolute Throttle Pos.#2	32	%
Absolute accelerator opening angle 1	Accelerator Pedal Pos.#1	13	%
Absolute accelerator opening angle 2	Accelerator Pedal Pos.#2	13	%

Contents	Display	Referential value (at idling)	Unit of measure
Target throttle opening angle	Target Throt. Act. Cont.	0	%
Engine operating time during malfunction indicator illuminates	Time while MIL lighted	—	min
Elapsed time after DTC clear	Time since DTC cleared	—	min
Fuel used	Type of fuel	GAS	—
Relative accelerator opening angle	Relative Accelera. Pos.	0	%

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monnitor”.

6. READ FREEZE FRAME DATA FOR ENGINE (OBD MODE)

1) On the «Main Menu» display screen, select the {Each System Check}.
2) On the «System Selection Menu» display screen, select the {Engine Control System}.
3) Click the [OK] button after the information of engine type has been displayed.
4) On the «Engine Diagnosis» display screen, select the {OBD System}.
5) On the «OBD Menu» display screen, select the {Freeze Frame Data Display}.

- A list of the support data is shown in the following table.

Contents	Display	Unit of measure
Freeze frame data DTC code	Freeze frame data	DTC
Air fuel ratio control system for bank 1	Fuel system for Bank 1	Normal CLOSE or initial OPEN
Engine load data	Engine load	%
Engine coolant temperature signal	Coolant Temp.	°C or °F
Short term fuel trim by front oxygen (A/F) sensor	Short term fuel trim B1	%
Long term fuel trim by front oxygen (A/F) sensor	Long term fuel trim B1	%
Intake manifold absolute pressure signal	Mani. Absolute Pressure	mmHg, kPa, inHg or psi
Engine speed signal	Engine Speed	rpm
Vehicle speed signal	Vehicle Speed	km/h or MPH
Ignition timing signal	Ignition Timing	°
Amount of intake air	Mass Air Flow	g/sec
Intake air temperature signal	Intake Air Temp.	°C or °F
Throttle position signal	Throttle Opening Angle	%
Oxygen sensor #12	Oxygen sensor #12	V
A/F correction #12	A/F Correction #12	%
Oxygen sensor #11	Oxygen sensor #11	Support
Oxygen sensor #12	Oxygen sensor #12	Support
Supporting OBD	Supporting OBD	OBD2 (CARB)
Time elapsed after engine start	Time Since Engine Start	sec
Target EGR	Target EGR	%
EGR deviation	EGR deviation	%
Evaporative purge	Commanded Evap Purge	%
Fuel level	Fuel Level	%
Fuel tank pressure signal	Fuel Tank Pressure	mmHg, kPa, inHg or psig
Atmospheric pressure	Atmosphere Pressure	mmHg, kPa, inHg or psig
ECM power voltage	Control module voltage	V
Absolute load	Absolute Load Value	%
A/F ratio target lambda	Target Equivalence Ratio	—
Relative throttle opening angle	Relative Throttle Pos.	%
Ambient temperature	Ambient Temperature	°C or °F
Absolute throttle opening angle 2	Absolute Throttle Pos.#2	%
Absolute accelerator opening angle 1	Accelerator Pedal Pos.#1	%
Absolute accelerator opening angle 2	Accelerator Pedal Pos.#2	%
Target throttle opening angle	Target Throt. Act. Cont.	%

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

7. V.I.N. REGISTRATION

1) On the «Main Menu» display screen, select the {Each System Check}.
2) On the «System Selection Menu» display screen, select the {Engine Control System}.
3) Click the [OK] button after the information of engine type has been displayed.
4) On the «Engine Diagnosis» display screen, select the {V.I.N. Registration}.
5) Perform the procedures shown on the display screen.

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

10.Read Diagnostic Trouble Code (DTC)

A: OPERATION

1. SUBARU SELECT MONITOR (NORMAL MODE)

1) On the «Main Menu» display screen, select the {Each System Check}.
2) On the «System Selection Menu» display screen, select the {Engine Control System}.
3) Click the [OK] button after the information of engine type has been displayed.
4) On the «Engine Diagnosis» display screen, select the {Diagnostic Code(s) Display}.
5) On the «Diagnostic Code(s) Display» screen, select the {Temporary Code} or {Memory Code}.

NOTE:
• For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.
• For details concerning DTC, refer to “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>

2. SUBARU SELECT MONITOR (OBD MODE)

1) On the «Main Menu» display screen, select the {Each System Check}.
2) On the «System Selection Menu» display screen, select the {Engine Control System}.
3) Click the [OK] button after the information of engine type has been displayed.
4) On the «Engine Diagnosis» display screen, select the {OBD System}.
5) On the «OBD Menu» display screen, select the {Diagnostic Code(s) Display}.
6) Make sure DTC is shown on the screen.

NOTE:
• For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.
• For details concerning DTC, refer to “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>

3. GENERAL SCAN TOOL

Refer to data denoting emission-related powertrain DTC.
For details concerning DTC, refer to “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>

NOTE:
Refer to general scan tool manufacturer’s instruction manual to access powertrain DTC (MODE $03).

11.Inspection Mode

A: PROCEDURE

Carry out trouble diagnosis shown in the following DTC table.
When performing trouble diagnosis which is not shown in the DTC table, refer to the Drive Cycle. <Ref. to EN(H4SO)(diag)-57, Drive Cycle.>

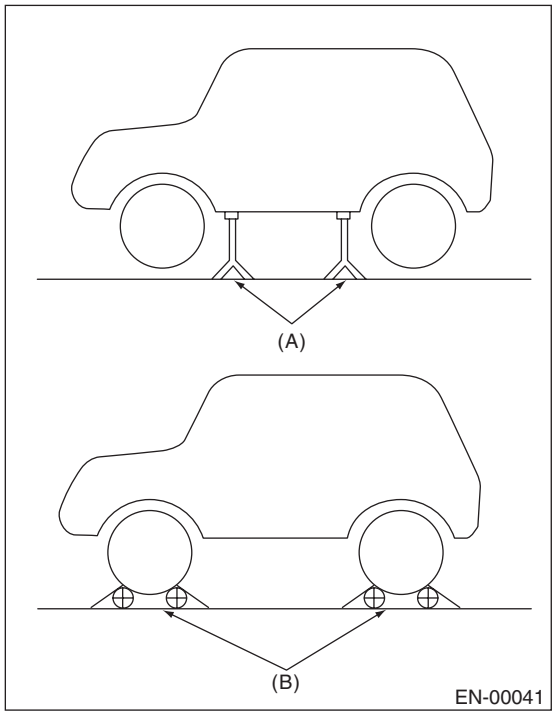
DTC	Item
P0031	HO2S Heater Control Circuit Low (Bank 1 Sensor 1)
P0032	HO2S Heater Control Circuit High (Bank 1 Sensor 1)
P0037	HO2S Heater Control Circuit Low (Bank 1 Sensor 2)
P0038	HO2S Heater Control Circuit High (Bank 1 Sensor 2)
P0077	Intake Valve Control Solenoid Circuit High (Bank 1)
P0083	Intake Valve Control Solenoid Circuit High (Bank 2)
P0102	Mass or Volume Air Flow Circuit Low Input
P0103	Mass or Volume Air Flow Circuit High Input
P0107	Manifold Absolute Pressure/Barometric Pressure Circuit Low Input
P0108	Manifold Absolute Pressure/Barometric Pressure Circuit High Input
P0112	Intake Air Temperature Sensor 1 Circuit Low
P0113	Intake Air Temperature Sensor 1 Circuit High
P0117	Engine Coolant Temperature Circuit Low
P0118	Engine Coolant Temperature Circuit High
P0122	Throttle/Pedal Position Sensor/Switch “A” Circuit Low
P0123	Throttle/Pedal Position Sensor/ Switch “A” Circuit High
P0131	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 1)
P0132	O2 Sensor Circuit High Voltage (Bank 1 Sensor 1)
P0137	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 2)
P0138	O2 Sensor Circuit High Voltage (Bank 1 Sensor 2)
P0140	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 2)
P0182	Fuel Temperature Sensor “A” Circuit Low
P0183	Fuel Temperature Sensor “A” Circuit High
P0197	Engine Oil Temperature Sensor Low
P0198	Engine Oil Temperature Sensor High
P0222	Throttle/Pedal Position Sensor/Switch “B” Circuit Low
P0223	Throttle/Pedal Position Sensor/Switch “B” Circuit High
P0327	Knock Sensor 1 Circuit Low (Bank 1 or Single Sensor)
P0328	Knock Sensor 1 Circuit High (Bank 1 or Single Sensor)
P0335	Crankshaft Position Sensor “A” Circuit
P0336	Crankshaft Position Sensor “A” Circuit Range/Performance
P0340	Camshaft Position Sensor “A” Circuit (Bank 1 or Single Sensor)
P0341	Camshaft Position Sensor “A” Circuit Range/Performance (Bank 1 or Single Sensor)
P0447	Evaporative Emission Control System Vent Control Circuit Open
P0448	Evaporative Emission Control System Vent Control Circuit Shorted
P0452	Evaporative Emission Control System Pressure Sensor Low Input
P0453	Evaporative Emission Control System Pressure Sensor High Input
P0458	Evaporative Emission System Purge Control Valve Circuit Low
P0462	Fuel Level Sensor “A” Circuit Low
P0463	Fuel Level Sensor “A” Circuit High
P0502	Vehicle Speed Sensor “A” Circuit Low Input
P0503	Vehicle Speed Sensor “A” Intermittent/Erratic/High
P0512	Starter Request Circuit
P0519	Idle Air Control System Performance

DTC	Item
P0600	Serial Communication Link
P0604	Internal Control Module Random Access Memory (RAM) Error
P0605	Internal Control Module Read Only Memory (ROM) Error
P0607	Control Module Performance
P0638	Throttle Actuator Control Range/Performance (Bank 1)
P0691	Fan 1 Control Circuit Low
P0692	Fan 1 Control Circuit High
P0700	Transmission Control System (MIL Request)
P0851	Park/Neutral Switch Input Circuit Low
P0852	Park/Neutral Switch Input Circuit High
P1152	O2 Sensor Circuit Range/Performance (Low) (Bank 1 Sensor 1)
P1153	O2 Sensor Circuit Range/Performance (High) (Bank 1 Sensor 1)
P1160	Return Spring Failure
P1400	Fuel Tank Pressure Control Solenoid Valve Circuit Low
P1420	Fuel Tank Pressure Control Sol. Valve Circuit High
P1491	Positive Crankcase Ventilation (Blow-by) Function Problem
P1518	Starter Switch Circuit Low Input
P1560	Back-up Voltage Circuit Malfunction
P2101	Throttle Actuator Control Motor Circuit Range/Performance
P2102	Throttle Actuator Control Motor Circuit Low
P2103	Throttle Actuator Control Motor Circuit High
P2109	Throttle/Pedal Position Sensor “A” Minimum Stop Performance
P2122	Throttle/Pedal Position Sensor/Switch “D” Circuit Low Input
P2123	Throttle/Pedal Position Sensor/Switch “D” Circuit High Input
P2127	Throttle/Pedal Position Sensor/Switch “E” Circuit Low Input
P2128	Throttle/Pedal Position Sensor/Switch “E” Circuit High Input
P2135	Throttle/Pedal Position Sensor/Switch “A”/“B” Voltage Correlation
P2138	Throttle/Pedal Position Sensor/Switch “D”/“E” Voltage Correlation
P2227	Barometric Pressure Circuit Range/ Performance
P2228	Barometric Pressure Circuit Low
P2229	Barometric Pressure Circuit High

1. PREPARATION FOR THE INSPECTION MODE

1) Check battery voltage is more than 12 V and fuel remains half
[20 — 40 ℓ (5.3 — 10.6 US gal, 4.4 — 8.8 Imp gal)].
2) Lift up the vehicle using a garage jack and place it on rigid racks, or drive the vehicle onto free rollers.

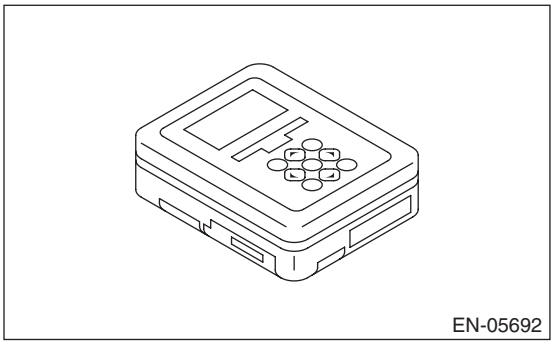
WARNING:
• Before raising the vehicle, ensure parking brakes are applied.
• Do not use a pantograph jack in place of a rigid rack.
• Secure a rope or wire to the front or rear towing hooks to prevent the lateral runout of front wheels.
• Do not abruptly depress/release clutch pedal or accelerator pedal during works even when the engine is operating at low speeds since this may cause vehicle to jump off free rollers.
• In order to prevent the vehicle from slipping due to vibration, do not place any wooden blocks or similar items between the rigid racks and vehicle.
• Since the rear wheels will also rotate, do not place anything near them. Also, make sure that nobody goes in front of the vehicle.



(A) Rigid rack
(B) Free rollers

2. SUBARU SELECT MONITOR

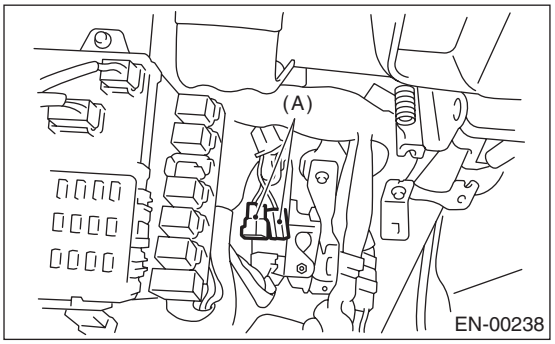
1) After clearing the memory, check for any remaining unresolved trouble data. <Ref. to EN(H4SO)(diag)-63, Clear Memory Mode.>
2) Warm up the engine.
3) Prepare the Subaru Select Monitor kit. <Ref. to EN(H4SO)(diag)-7, PREPARATION TOOL, General Description.>



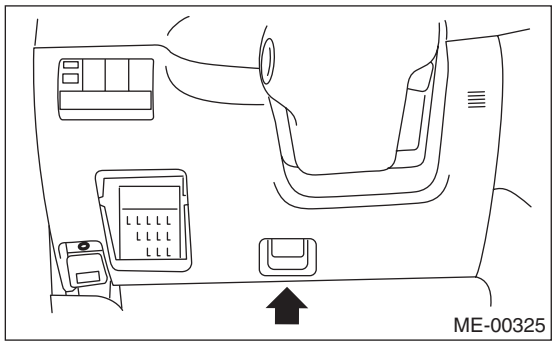
4) Prepare the personal computer which has been installed the Subaru Select Monitor.
5) Connect the USB cable between SDI (Subaru Diagnosis Interface) and USB port on the personal computer (dedicated port for the Subaru Select Monitor).

NOTE:
The dedicated port for the Subaru Select Monitor means the USB port which was used to install the Subaru Select Monitor.

6) Connect the diagnosis cable to the SDI.
7) Connect the delivery (test) mode connector (A) at the lower portion of instrument panel (on the driver's side).



8) Connect the SDI to data link connector located in the lower portion of the instrument panel (on the driver's side).



CAUTION:
Do not connect the scan tools except for Subaru Select Monitor and general scan tool.

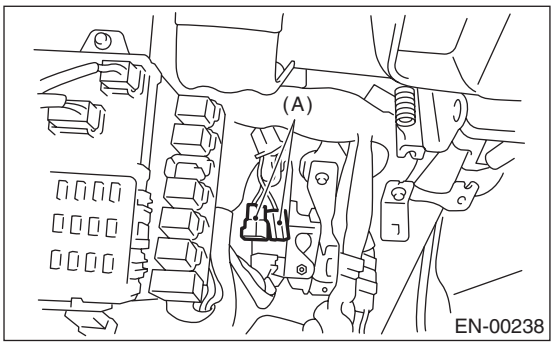
9) Start up the personal computer.
10) Turn the ignition switch to ON (engine OFF), and run the "PC application for Subaru Select Monitor".
11) On the «Main Menu» display screen, select the {Each System Check}.
12) On the «System Selection Menu» display screen, select the {Engine Control System}.
13) Click the [OK] button after the information of engine type has been displayed.
14) On the «Engine Diagnosis» display screen, select the {D Check}.
15) When the «Perform Inspection (Dealer Check) Mode» is shown on the screen, click the [Next] button.
16) Perform subsequent procedures as instructed on the display screen.

• If trouble still remains in the memory, the corresponding DTC appears on the display screen.

NOTE:
• For detailed operation procedure, refer to the "PC application help for Subaru Select Monitor".
• For details concerning DTC, refer to "List of Diagnostic Trouble Code (DTC)".
<Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>
• Release the parking brake.
• The speed difference between front and rear wheels may illuminate the ABS warning light, but this does not indicate a malfunction. When engine control diagnosis is finished, perform the ABS memory clearance procedure of the self-diagnosis system. <Ref. to ABS(diag)-26, Clear Memory Mode.>

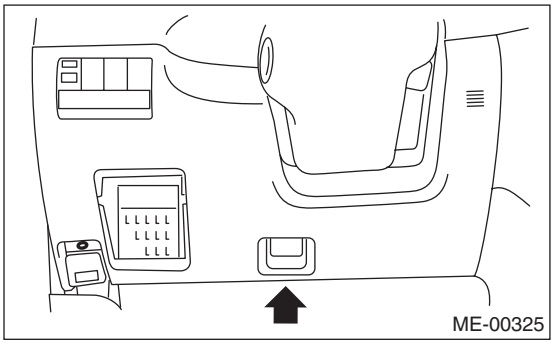
3. GENERAL SCAN TOOL

1) After clearing the memory, check for any remaining unresolved trouble data. <Ref. to EN(H4SO)(diag)-63, Clear Memory Mode.>
2) Warm up the engine.
3) Connect the delivery (test) mode connector (A) at the lower portion of instrument panel (on the driver's side).



4) Connect the general scan tool to data link connector located in the lower portion of the instrument panel (on the driver's side).

CAUTION:
Do not connect the scan tools except for Subaru Select Monitor and general scan tool.



5) Start the engine.

NOTE:
• Make sure the select lever is placed in the "P" position before starting. (AT model)
• Depress the clutch pedal when starting engine. (MT model)

6) Using the select lever or shift lever, turn the "P" position switch and "N" position switch on.
7) Depress the brake pedal to turn the brake switch ON. (AT model)
8) Keep the engine speed in 2,500 — 3,000 rpm range for 40 seconds.

9) Place the selector lever or shift lever in D range (AT model) or 1st gear (MT model) and drive the vehicle at 5 to 10 km/h (3 to 6 MPH).

NOTE:
• For AWD model, release the parking brake.
• The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunctions. When engine control diagnosis is finished, perform the ABS memory clearance procedure of the self-diagnosis system. <Ref. to ABS(diag)-26, Clear Memory Mode.>

10) Using the general scan tool, check DTC and record the result(s).

NOTE:
• For detailed operation procedures, refer to the “General Scan Tool Instruction Manual”.
• For details concerning DTC, refer to “List of Diagnostic Trouble Code (DTC)”.
<Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>

12.Drive Cycle

A: PROCEDURE

For the troubleshooting, there are driving patterns described below. Driving in the specified pattern allows to diagnose malfunctioning items listed below. After the repair of the following trouble items, be sure to drive the vehicle with the specified drive patterns to check whether the function is resumed correctly.

1. PREPARATION FOR DRIVE CYCLE

1) Check battery voltage is more than 12 V and fuel remains half [20 — 40 ℓ (5.3 — 10.6 US gal, 4.4 — 8.8 Imp gal)].
2) After clearing the memory, check for any remaining unresolved trouble data. <Ref. to EN(H4SO)(diag)-63, Clear Memory Mode.>
3) Disconnect the test mode connector.

NOTE:
• Except for the water temperature specified items at starting, be sure to carry out the diagnosis after the engine is warmed up.
• Perform diagnosis twice about DTCs with * mark. After the first diagnosis is completed, stop the engine and perform the second diagnosis under the same condition.

2. DRIVE CYCLE A DRIVE THE VEHICLE WITH 80 KM/H (50 MPH) FOR 20 MINUTES, AND THEN IDLE THE ENGINE FOR A MINUTE.)

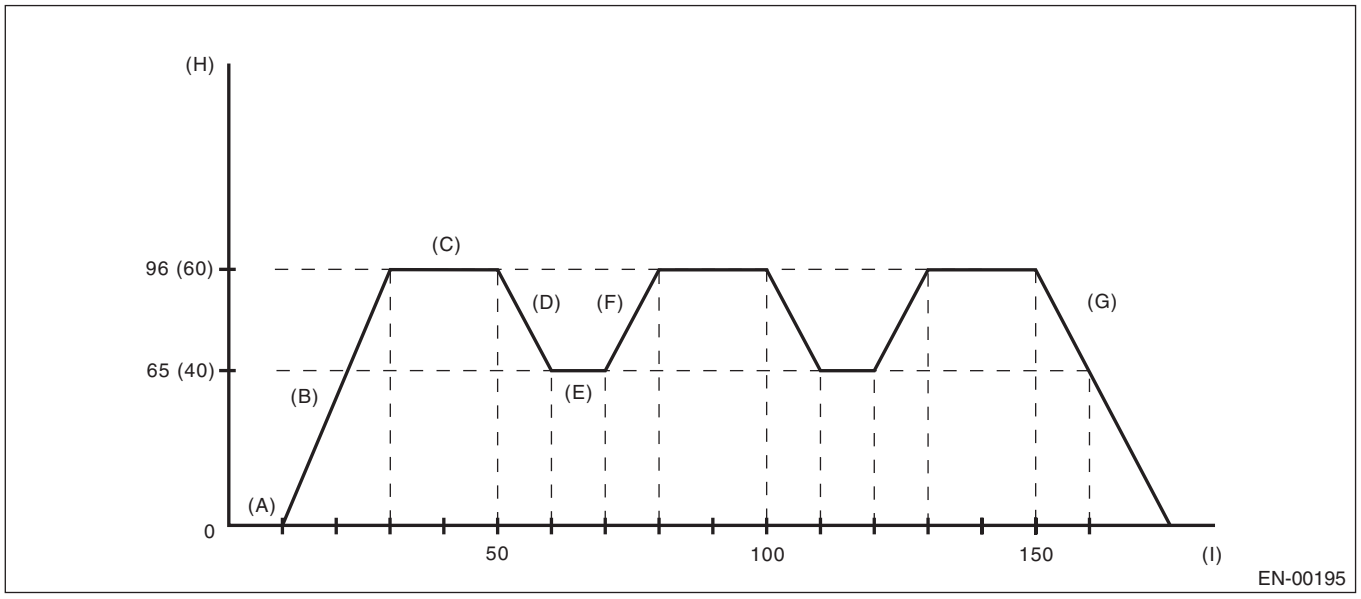
DTC	Item	Condition
*P0125	Insufficient Coolant Temperature for Closed Loop Fuel Control	Coolant temperature at start is less than 20°C (68°F).
*P0128	Coolant Thermostat (Engine Coolant Temperature Below Thermostat Regulating Temperature)	—
*P0133	O2 Sensor Circuit Slow Response (Bank 1 Sensor 1)	—
*P0171	System too Lean (Bank 1)	Diagnosis completes in drive cycle B or C as well.
*P0172	System too Rich (Bank 1)	Diagnosis completes in drive cycle B or C as well.
*P0196	Engine Oil Temperature Sensor Circuit Range/Performance	—
*P0301	Cylinder 1 Misfire Detected	Diagnosis completes in drive cycle B or C as well.
*P0302	Cylinder 2 Misfire Detected	Diagnosis completes in drive cycle B or C as well.
*P0303	Cylinder 3 Misfire Detected	Diagnosis completes in drive cycle B or C as well.
*P0304	Cylinder 4 Misfire Detected	Diagnosis completes in drive cycle B or C as well.
*P0420	Catalyst System Efficiency Below Threshold (Bank 1)	—
*P0442	Evaporative Emission Control System Leak Detected (Small Leak)	Coolant temperature at start is less than 25°C (77°F).
*P0451	Evaporative Emission Control System Pressure Sensor	—
*P0456	Evaporative Emission Control System Leak Detected (Very Small Leak)	Coolant temperature at start is less than 25°C (77°F).
*P0457	Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)	Coolant temperature at start is less than 25°C (77°F).
*P0459	Evaporative Emission Control System Purge Control Valve Circuit High	—
P1443	Vent Control Solenoid Valve Function Problem	—
*P2096	Post Catalyst Fuel Trim System Too Lean Bank 1	Diagnosis completes in drive cycle B or C as well.
*P2097	Post Catalyst Fuel Trim System Too Rich Bank 1	Diagnosis completes in drive cycle B or C as well.

3. DRIVE CYCLE B (TEN MINUTES IDLING)

NOTE:
Drive the vehicle in more than 10 km/h (6 MPH) before diagnosis.

DTC	Item	Condition
*P0126	Insufficient Coolant Temperature for Stable Operation	—
*P0171	System Too Lean (Bank 1)	Diagnosis completes in drive cycle A or C as well.
*P0172	System Too Rich (Bank 1)	Diagnosis completes in drive cycle A or C as well.
*P0301	Cylinder 1 Misfire Detected	Diagnosis completes in drive cycle A or C as well.
*P0302	Cylinder 2 Misfire Detected	Diagnosis completes in drive cycle A or C as well.
*P0303	Cylinder 3 Misfire Detected	Diagnosis completes in drive cycle A or C as well.
*P0304	Cylinder 4 Misfire Detected	Diagnosis completes in drive cycle A or C as well.
*P0464	Fuel Level Sensor Circuit Intermittent	—
*P0483	Fan Rationality Check	—
*P0506	Idle Air Control System RPM Lower Than Expected	—
*P0507	Idle Air Control System RPM Higher Than Expected	—
*P2096	Post Catalyst Fuel Trim System Too Lean Bank 1	Diagnosis completes in drive cycle A or C as well.
*P2097	Post Catalyst Fuel Trim System Too Rich Bank 1	Diagnosis completes in drive cycle A or C as well.

4. DRIVE CYCLE C (DRIVE ACCORDING TO THE FOLLOWING DRIVE PATTERN)



(A) Idle the engine for 1 minute.
(B) Accelerate the vehicle to 96 km/h (60 MPH) within 20 seconds.
(C) Drive the vehicle at 96 km/h (60 MPH) for 20 seconds.
(D) Decelerate the vehicle to 65 km/h (40 MPH) with throttle fully closed.
(E) Drive the vehicle at 65 km/h (40 MPH) for 10 seconds.
(F) Accelerate the vehicle to 96 km/h (60 MPH) within 10 seconds.
(G) Stop vehicle with the throttle fully closed.
(H) Vehicle speed km/h (MPH)
(I) Sec.

DTC	Item	Condition
P0026	Intake Valve Control Solenoid Circuit Range/Performance (Bank 1)	—
P0028	Intake Valve Control Solenoid Circuit Range/Performance (Bank 2)	—
*P0030	HO2S Heater Control Circuit (Bank 1 Sensor 1)	—
*P0068	Manifold Absolute Pressure/Barometric Pressure Circuit Range/Performance	—
P0076	Intake Valve Control Solenoid Circuit Low (Bank 1)	—
P0082	Intake Valve Control Solenoid Circuit Low (Bank 2)	—
*P0101	Mass or Volume Air Flow Circuit Range/Performance	—
P0134	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 1)	—
*P0139	O2 Sensor Circuit Slow Response (Bank 1 Sensor 2)	—
*P0171	System Too Lean (Bank 1)	Diagnosis completes in drive cycle A or B as well.
*P0172	System Too Rich (Bank 1)	Diagnosis completes in drive cycle A or B as well.
*P0301	Cylinder 1 Misfire Detected	Diagnosis completes in drive cycle A or B as well.
*P0302	Cylinder 2 Misfire Detected	Diagnosis completes in drive cycle A or B as well.
*P0303	Cylinder 3 Misfire Detected	Diagnosis completes in drive cycle A or B as well.
*P0304	Cylinder 4 Misfire Detected	Diagnosis completes in drive cycle A or B as well.
*P0400	Exhaust Gas Recirculation Flow	—
P1492	EGR Solenoid Valve Signal #1 Circuit Malfunction (Low Input)	—
P1493	EGR Solenoid Valve Signal #1 Circuit Malfunction (High Input)	—
P1494	EGR Solenoid Valve Signal #2 Circuit Malfunction (Low Input)	—
P1495	EGR Solenoid Valve Signal #2 Circuit Malfunction (High Input)	—
P1496	EGR Solenoid Valve Signal #3 Circuit Malfunction (Low Input)	—
P1497	EGR Solenoid Valve Signal #3 Circuit Malfunction (High Input)	—
P1498	EGR Solenoid Valve Signal #4 Circuit Malfunction (Low Input)	—
P1499	EGR Solenoid Valve Signal #4 Circuit Malfunction (High Input)	—
*P2096	Post Catalyst Fuel Trim System Too Lean Bank 1	Diagnosis completes in drive cycle A or B as well.
*P2097	Post Catalyst Fuel Trim System Too Rich Bank 1	Diagnosis completes in drive cycle A or B as well.

5. DRIVE CYCLE D

DRIFT DIAGNOSIS

1) Check that the engine coolant temperature at engine start is less than 30°C (86°F).
2) Make sure that fuel remains 9.0 ℓ (2.4 US gal, 2.0 Imp gal) or more and the battery voltage is 10.9 V or more.
3) Start the engine, and check that the engine coolant temperature increases by 10°C (50°F) or more, and reaches 75°C (167°F) or more, when the engine is warmed up.
4) Idle the engine for 120 seconds or more in the condition of step 3.

STUCK DIAGNOSIS

1) Make sure that the battery voltage is 10.9 V or more.
2) Perform the Clear Memory Mode. <Ref. to EN(H4SO)(diag)-63, Clear Memory Mode.>
3) Drive the vehicle for the distance equal to the fuel of 50 ℓ (13.2 US gal, 11 Imp gal).

NOTE:
• It is acceptable to drive the vehicle intermittently.
• Do not disconnect the terminal of battery during diagnosis. (Data will be cleared when disconnecting the battery terminals.)

DTC	Item	Condition
P0181	Fuel Temperature Sensor “A” Circuit Range/Performance	—

6. DRIVE CYCLE E

1) Make sure that the battery voltage is 10.9 V or more.
2) Perform the Clear Memory Mode. <Ref. to EN(H4SO)(diag)-63, Clear Memory Mode.>
3) Drive the vehicle for the distance equal to the fuel of 30 ℓ (7.9 US gal, 6.6 Imp gal).

NOTE:
• It is acceptable to drive the vehicle intermittently.
• Do not disconnect the terminal of battery during diagnosis. (Data will be cleared when disconnecting the battery terminals.)

DTC	Item	Condition
P0461	Fuel Level Sensor “A” Circuit Range/Performance	—

7. DRIVE CYCLE F

1) Check that the engine coolant temperature at engine start is less than 30°C (86°F).
2) Warm-up the engine until engine coolant temperature rises above 95°C (203°F) after starting the engine.
3) Idle the engine for more than 10 minutes in the condition of step 2.

NOTE:
Do not disconnect the terminal of battery during diagnosis. (Data will be cleared when disconnecting the battery terminals.)

DTC	Item	Condition
P0111	Intake Air Temperature Sensor 1 Circuit Range/Performance	—

8. DRIVE CYCLE H

1) Perform the Clear Memory Mode. <Ref. to EN(H4SO)(diag)-63, Clear Memory Mode.>
2) Read the engine coolant temperature, intake air temperature and fuel temperature with ignition switch ON. <Ref. to EN(H4SO)(diag)-43, READ CURRENT DATA FOR ENGINE (NORMAL MODE), OPERATION, Subaru Select Monitor.>
3) If the values from step 2) satisfy the following two conditions, start the engine.

Condition:
|engine coolant temperature — intake air temperature| ≤ 5°C (41°F)
|engine coolant temperature — fuel temperature| ≤ 2°C (36°F)

NOTE:
- If the value does not meet the conditions, turn the ignition switch to OFF and wait until it meets.
- Start the engine in P range (AT model) or in N position (MT model).

4) Idle the engine for one minute in the condition of step 3.

DTC	Item	Condition
*P1602	Control Module Programming Error	—

13.Clear Memory Mode

A: OPERATION

1. SUBARU SELECT MONITOR (NORMAL MODE)

1) On the «Main Menu» display screen, select the {Each System Check}.
2) On the «System Selection Menu» display screen, select the {Engine Control System}.
3) Click the [OK] button after the information of engine type has been displayed.
4) On the «Engine Diagnosis» display screen, select the {Clear Memory}.
5) When the “Clear Memory?” is shown on the screen, click the [Yes] button.
6) When “Done” and “Turn ignition switch to OFF” is shown on the display screen, turn the ignition switch to OFF.

NOTE:
• Initial diagnosis of the electronic throttle control is performed after the memory is erased. Therefore, start the engine after 10 seconds or more have passed since turning the ignition switch to ON.
• For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

2. SUBARU SELECT MONITOR (OBD MODE)

1) On the «Main Menu» display screen, select the {Each System Check}.
2) On the «System Selection Menu» display screen, select the {Engine Control System}.
3) Click the [OK] button after the information of engine type has been displayed.
4) On the «Engine Diagnosis» display screen, select the {OBD System}.
5) On the «OBD Menu» display screen, select the {Clear Diagnostic Code?}.
6) When the «Clear Diagnostic Code?» is shown on the screen, click the [Yes] button.
7) When «Done» and «Turn ignition switch to OFF» is shown on the display screen, turn the ignition switch to OFF.

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

3. GENERAL SCAN TOOL

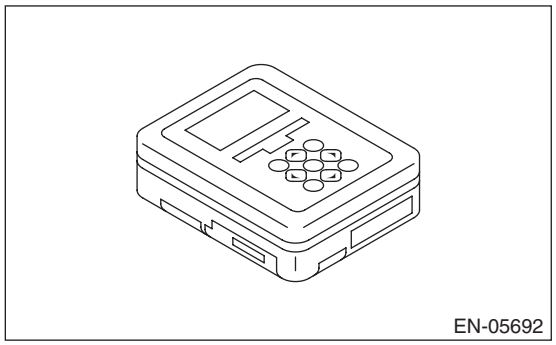
For clear memory procedures using the general scan tool, refer to “General Scan Tool Instruction Manual”.

NOTE:
Initial diagnosis of the electronic throttle control is performed after the memory is erased. Therefore, start the engine after 10 seconds or more have passed since turning the ignition switch to ON.

14.Compulsory Valve Operation Check Mode

A: OPERATION

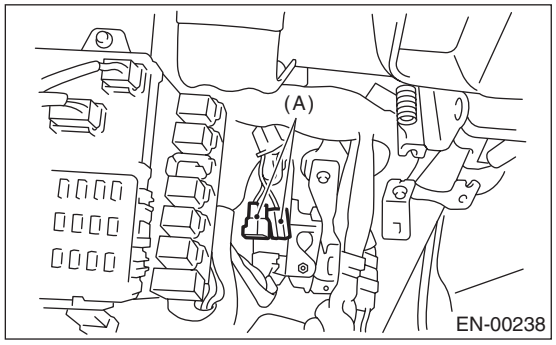
1) Prepare the Subaru Select Monitor kit. <Ref. to EN(H4SO)(diag)-7, PREPARATION TOOL, General Description.>



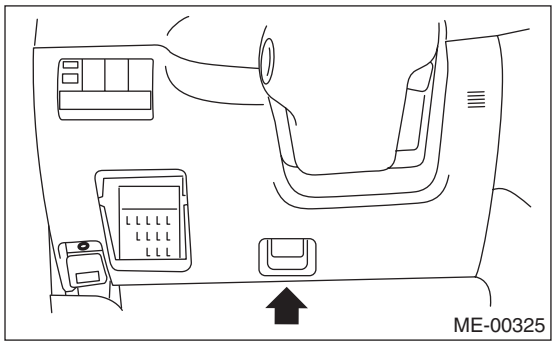
2) Prepare the personal computer which has been installed the Subaru Select Monitor.
3) Connect the USB cable between SDI (Subaru Diagnosis Interface) and USB port on the personal computer (dedicated port for the Subaru Select Monitor).

NOTE:
The dedicated port for the Subaru Select Monitor means the USB port which was used to install the Subaru Select Monitor.

4) Connect the diagnosis cable to the SDI.
5) Connect the delivery (test) mode connector (A) at the lower portion of instrument panel (on the driver's side).



6) Connect the SDI to data link connector located in the lower portion of the instrument panel (on the driver's side).



CAUTION:
Do not connect the scan tools except for Subaru Select Monitor and general scan tool.

7) Start up the personal computer.
8) Turn the ignition switch to ON (engine OFF), and run the "PC application for Subaru Select Monitor".
9) On the «Main Menu» display screen, select the {Each System Check}.
10) On the «System Selection Menu» display screen, select the {Engine Control System}.
11) Click the [OK] button after the information of engine type has been displayed.
12) On the «Engine Diagnosis» display screen, select the {System Operation Check Mode}.
13) On the «System operation check mode» display screen, select the {Actuator ON/OFF Operation}.
14) Select the desired compulsory actuator on the «Actuator ON/OFF Operation» display screen and click the [Next] button.

15) Clicking the [End] button completes the compulsory valve operation check mode. The display will then return to the «Actuator ON/OFF Operation» screen.

• A list of the support data is shown in the following table.

Contents	Display
Compulsory fuel pump relay operation check	Fuel Pump Relay
Compulsory purge control solenoid valve operation check	CPC Solenoid
Compulsory radiator fan relay operation check	Radiator Fan Relay
Compulsory air conditioning relay operation check	A/C Compressor Relay
Compulsory pressure control solenoid valve operation check	PCV Solenoid Valve
Compulsory drain valve operation check	Vent. Control Solenoid

NOTE:

• The following parts will be displayed but not functional.

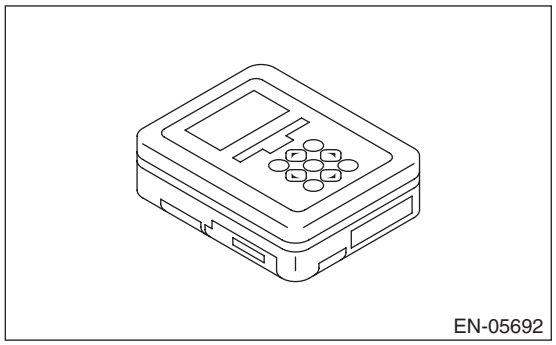
Display
EGR Solenoid Valve
ASV Solenoid Valve
FICD Solenoid
Pressure Switching Sol.1
Pressure Switching Sol.2
AAI Solenoid Valve
Fuel Tank Sensor Control Valve
Turbocharger Wastegate Solenoid
Exhaust Bypass Valve Control Permit Flag
Secondary Air Combination Valve 1

• For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

15.System Operation Check Mode

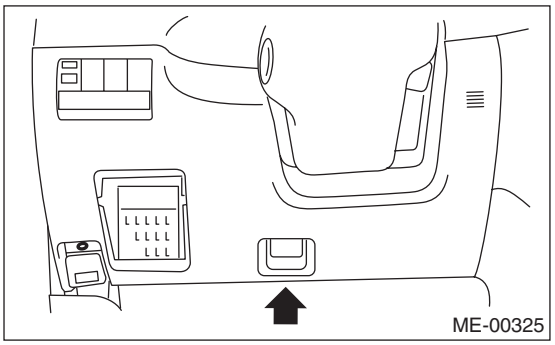
A: OPERATION

1) Prepare the Subaru Select Monitor kit. <Ref. to EN(H4SO)(diag)-7, PREPARATION TOOL, General Description.>



2) Prepare the personal computer which has been installed the Subaru Select Monitor.
3) Connect the USB cable between SDI (Subaru Diagnosis Interface) and USB port on the personal computer (dedicated port for the Subaru Select Monitor).

NOTE:
The dedicated port for the Subaru Select Monitor means the USB port which was used to install the Subaru Select Monitor.
4) Connect the diagnosis cable to the SDI.
5) Connect the SDI to data link connector located in the lower portion of the instrument panel (on the driver's side).



CAUTION:
Do not connect the scan tools except for Subaru Select Monitor and general scan tool.
6) Start up the personal computer.
7) Turn the ignition switch to ON (engine OFF), and run the "PC application for Subaru Select Monitor".
8) On the «Main Menu» display screen, select the {Each System Check}.
9) On the «System Selection Menu» display screen, select the {Engine Control System}.
10) Click the [OK] button after the information of engine type has been displayed.
11) On the «Engine Diagnosis» display screen, select the {System Operation Check Mode}.
12) The following items will be displayed on screen.

Display
Fuel Pump Control
Idling Ignition Timing Fixed
Idle Speed Control
Injector Control
EGR Valve Control

1. FUEL PUMP CONTROL (OFF OPERATION)

CAUTION:
After executing the operation check mode, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.>.
1) On the «System operation check mode» display, select the {Fuel Pump Control}.
2) On the «Fuel Pump Control» display screen, select the {OFF Operation}.
3) On the «Start the Engine» display screen, start the engine and click the [OK] button.
4) Click the [Cancel] button to end the OFF drive. The screen will return to the «Fuel Pump Control» screen.

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

2. FUEL PUMP CONTROL (ON/OFF OPERATION)

CAUTION:
After executing the operation check mode, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.>.
1) On the «System operation check mode» display, select the {Fuel Pump Control}.
2) On the «Fuel Pump Control» display screen, select the {ON/OFF Operation}.
3) On the «Turn Ignition Switch ON with Engine Stalled» display screen, turn the ignition switch to ON and click the [OK] button.
4) Click the [Cancel] button to end the ON/OFF drive. The screen will return to the «Fuel Pump Control» screen.

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

3. IDLING IGNITION TIMING FIXED

CAUTION:
After executing the operation check mode, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.>.
1) On the «System operation check mode» display screen, select the {Idling Ignition Timing Fixed}.
2) On the «Start the Engine» display screen, start the engine and click the [OK] button.
3) Click the [Cancel] button to end the idle ignition timing fixed. The screen will return to the «System Operation Check Mode» screen.

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

4. IDLE SPEED CONTROL

CAUTION:
After executing the operation check mode, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.>.
1) On the «System operation check mode» display screen, select the {Idle Speed Control}.
2) On the «Start the Engine» display screen, start the engine and click the [OK] button.
3) In the «Idle Engine Speed Control» screen, click the [△] button or the [▽] button to change the setting values, then click the [OK] button.
Setting is possible in a range between 500 rpm — 2,000 rpm, in increments of 50 rpm. However, the engine speed that can actually be controlled will vary depending on the vehicle.
4) Click the [Cancel] button to end the idle speed control. The screen will return to the «System Operation Check Mode» screen.

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

5. INJECTOR CONTROL (INJECTION STOP MODE)

CAUTION:
After executing the operation check mode, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.>.
1) On the «System operation check mode» display, select the {Injector Control}.
2) On the «Injector Control» display screen, select the {Injection Stop Mode}.
3) Select the desired injector number on the «Injection Stop Mode» screen, and click the [OK] button.
4) On the «Start the Engine» display screen, start the engine and click the [OK] button.
5) Click the [Cancel] button to return the «Injection Stop Mode» display screen.
6) On the «Injection Stop Mode» display screen, click the [Return] button to end the «Injection Stop Mode». The screen will return to the «Injector Control» screen.

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

6. INJECTOR CONTROL (INJECTION QUANTITY CONTROL)

CAUTION:
After executing the operation check mode, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.>.
1) On the «System operation check mode» display, select the {Injector Control}.
2) On the «Injector Control» display screen, select the {Injection Quantity Control}.
3) On the «Start the Engine» display screen, start the engine and click the [OK] button.
4) In the «Injection Quantity Control» screen, click the [△] button or the [▽] button to change the setting values, then click the [OK] button.
It is possible to set by 1%, ranging from 0 to 20%.
5) Click the [Cancel] button to end the injection quantity control. The screen will return to the «Injector Control» screen.

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

7. EGR VALVE CONTROL

CAUTION:
After executing the operation check mode, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.>.
1) On the «System operation check mode» display, select the {EGR Valve Control}.
2) On the «Start the Engine» display screen, start the engine and click the [OK] button.
3) In the «EGR Valve Control» screen, click the [△] button or the [▽] button to change the setting values, then click the [OK] button.
It is possible to set by 1 STEP. However, the actual STEP amount that can be controlled is varied by vehicle type.
4) Click the “Cancel” button to end the EGR valve control. The display will then return to the «System Operation Check Mode» screen.

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

16.Malfunction Indicator Light

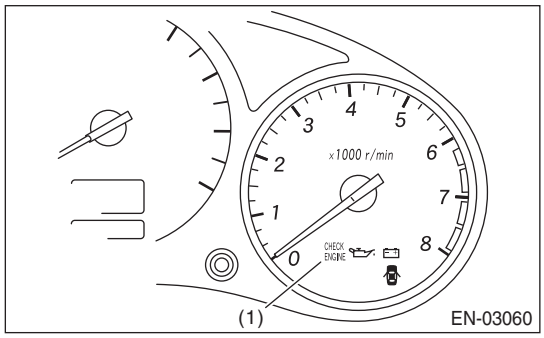
A: PROCEDURE

1. Activation of malfunction indicator light. <Ref. to EN(H4SO)(diag)-69, ACTIVATION OF MALFUNCTION INDICATOR LIGHT, Malfunction Indicator Light.>
↓
2. Malfunction indicator light does not come on. <Ref. to EN(H4SO)(diag)-70, MALFUNCTION INDICATOR LIGHT DOES NOT COME ON, Malfunction Indicator Light.>
↓
3. Malfunction indicator light does not go off. <Ref. to EN(H4SO)(diag)-72, MALFUNCTION INDICATOR LIGHT DOES NOT GO OFF, Malfunction Indicator Light.>

B: ACTIVATION OF MALFUNCTION INDICATOR LIGHT

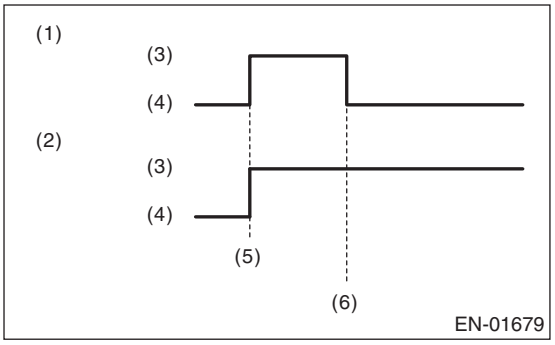
1) When the ignition switch is turned on (engine off), the malfunction indicator light in the combination meter illuminates.

NOTE:
If the malfunction indicator light does not illuminate, perform diagnostics of the malfunction indicator light circuit or the combination meter circuit. <Ref. to EN(H4SO)(diag)-70, MALFUNCTION INDICATOR LIGHT DOES NOT COME ON, Malfunction Indicator Light.>



(1) Malfunction indicator light

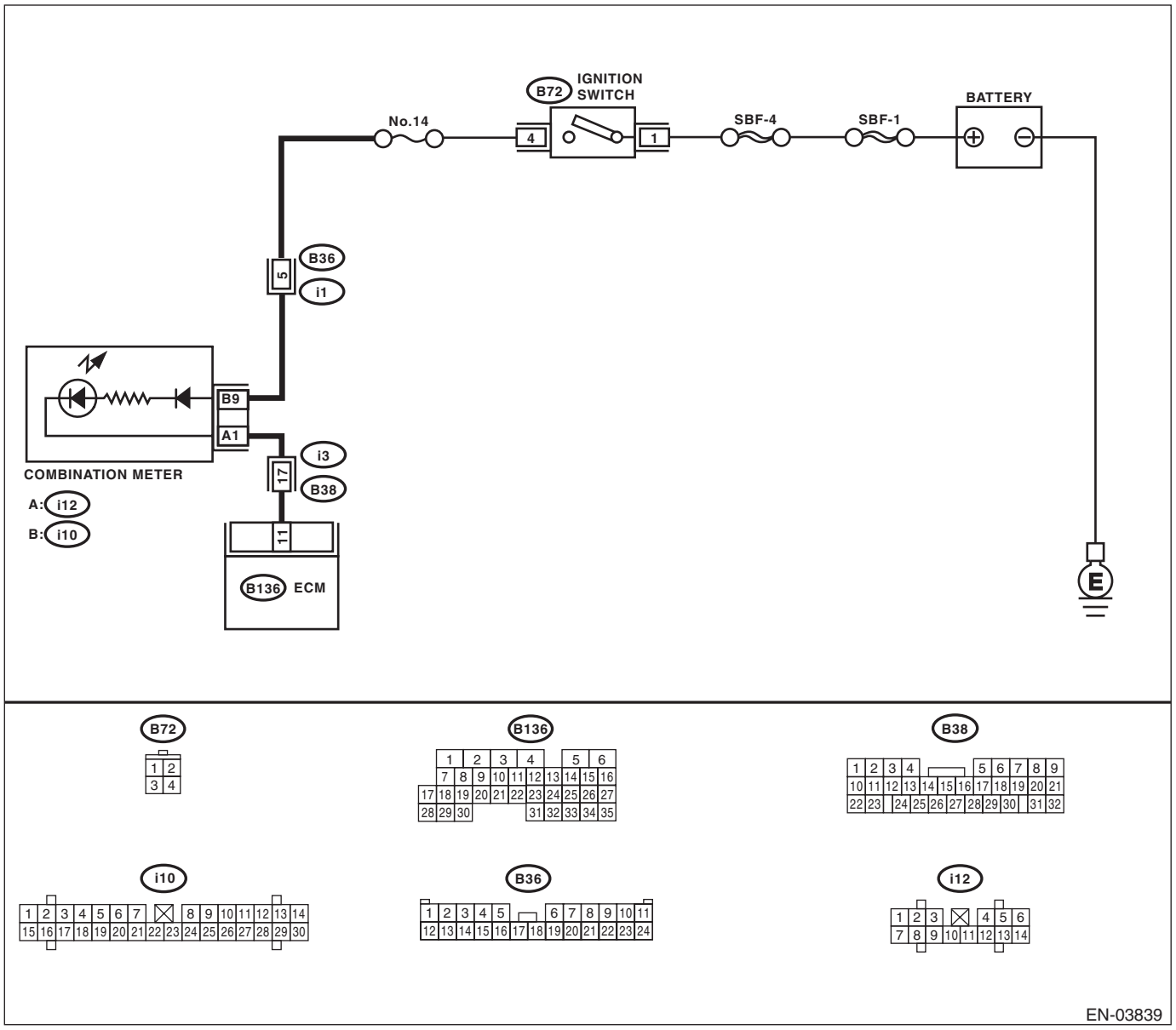
2) After starting the engine, the malfunction indicator light goes out. If it does not go off, either the engine or emission control system has malfunction.



(1) No fault
(2) Trouble occurs
(3) ON
(4) OFF
(5) Ignition switch ON
(6) Engine start

C: MALFUNCTION INDICATOR LIGHT DOES NOT COME ON

DIAGNOSIS:
The malfunction indicator light circuit is open or shorted.
TROUBLE SYMPTOM:
When the ignition switch is turned to ON (engine OFF), malfunction indicator light does not come on.
WIRING DIAGRAM:



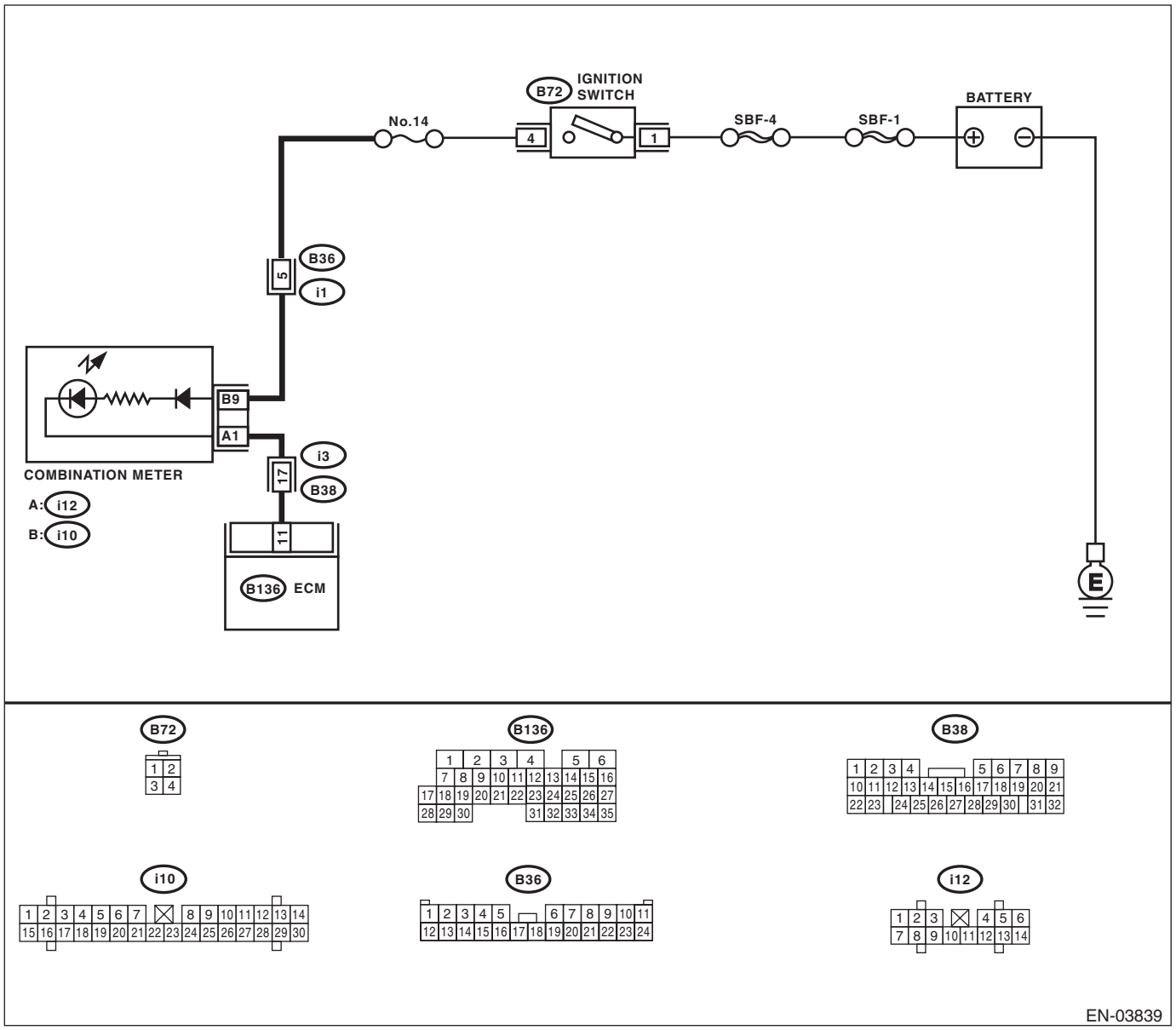
	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL OF ECM.** 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 11 (+) — Chassis ground (–):***	Is the voltage less than 1 V?	Go to step **4**.	Go to step **2**.
2	**CHECK POOR CONTACT.** Check for poor connection by shaking or pulling ECM connector and harness.	Does the malfunction indicator light illuminate?	Repair poor contact in ECM connector.	Go to step **3**.
3	**CHECK ECM CONNECTOR.** Check the connection of ECM connector.	Is the ECM connector correctly connected?	Replace the ECM. <Ref. to FU(H4SO)-41, Engine Control Module (ECM).>	Repair the connection of ECM connector.
4	**CHECK HARNESS BETWEEN COMBINATION METER AND ECM CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Remove the combination meter. <Ref. to IDI-10, Combination Meter.> 3) Disconnect the connector from ECM and combination meter. 4) Measure the resistance of harness between ECM and combination meter connector. ***Connector & terminal*** ***(B136) No. 11 — (i12) No. 1:***	Is the resistance less than 1 Ω?	Go to step **5**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and combination meter connector • Poor contact in coupling connector
5	**CHECK POOR CONTACT.** Check poor contact of combination meter connector.	Is there poor contact in combination meter connector?	Repair the poor contact of combination meter connector.	Go to step **6**.
6	**CHECK HARNESS BETWEEN COMBINATION METER AND IGNITION SWITCH CONNECTOR.** 1) Turn the ignition switch to ON. 2) Measure the voltage between combination meter connector and chassis ground. ***Connector & terminal*** ***(i10) No. 9 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Replace the combination meter circuit board. <Ref. to IDI-10, Combination Meter.>	Check the following item and repair if necessary. NOTE: • Blown out of fuse (No. 14) • Poor contact in ignition switch connector

D: MALFUNCTION INDICATOR LIGHT DOES NOT GO OFF

DIAGNOSIS:
The malfunction indicator light circuit is shorted.

TROUBLE SYMPTOM:
Although malfunction indicator light comes on when the engine runs, DTC is not shown on the Subaru Select Monitor or general scan tool display.

WIRING DIAGRAM:



Step		Check	Yes	No
1	**CHECK HARNESS BETWEEN COMBINATION METER AND ECM CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Turn the ignition switch to ON.	Does the malfunction indicator light illuminate?	Repair the short circuit of harness between combination meter and ECM connector.	Replace the ECM. <Ref. to FU(H4SO)-41, Engine Control Module (ECM).>

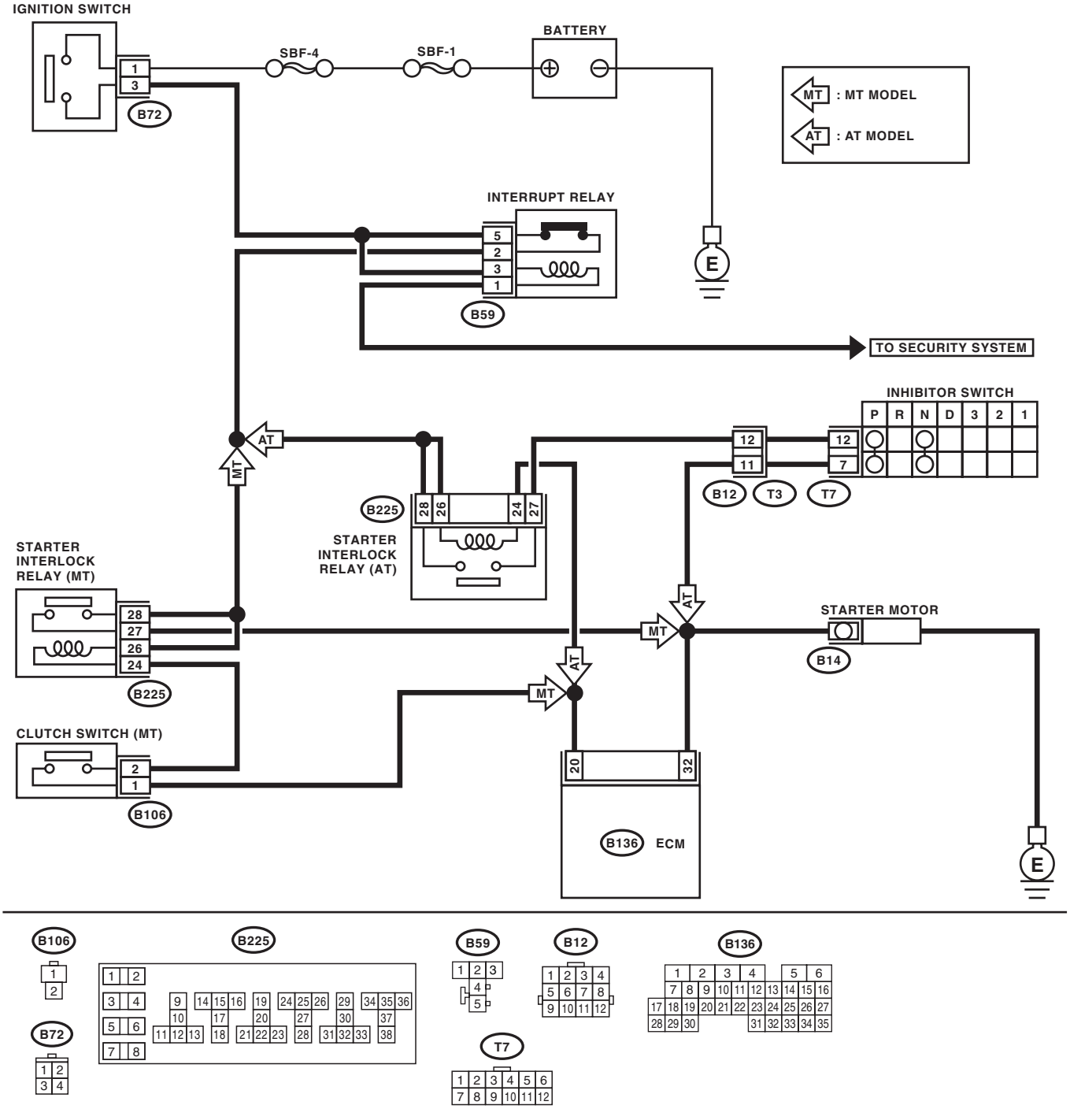
17.Diagnostics for Engine Starting Failure

A: PROCEDURE

1. Check of the fuel amount.
↓
2. Inspection of starter motor circuit. <Ref. to EN(H4SO)(diag)-74, STARTER MOTOR CIRCUIT, Diagnostics for Engine Starting Failure.>
↓
3. Inspection of ECM power supply and ground line. <Ref. to EN(H4SO)(diag)-78, CHECK POWER SUPPLY AND GROUND LINE OF ENGINE CONTROL MODULE (ECM), Diagnostics for Engine Starting Failure.>
↓
4. Inspection of ignition control system. <Ref. to EN(H4SO)(diag)-80, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>
↓
5. Inspection of fuel pump circuit. <Ref. to EN(H4SO)(diag)-83, FUEL PUMP CIRCUIT, Diagnostics for Engine Starting Failure.>
↓
6. Inspection of fuel indicator circuit. <Ref. to EN(H4SO)(diag)-86, FUEL INJECTOR CIRCUIT, Diagnostics for Engine Starting Failure.>

B: STARTER MOTOR CIRCUIT

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



EN-05741

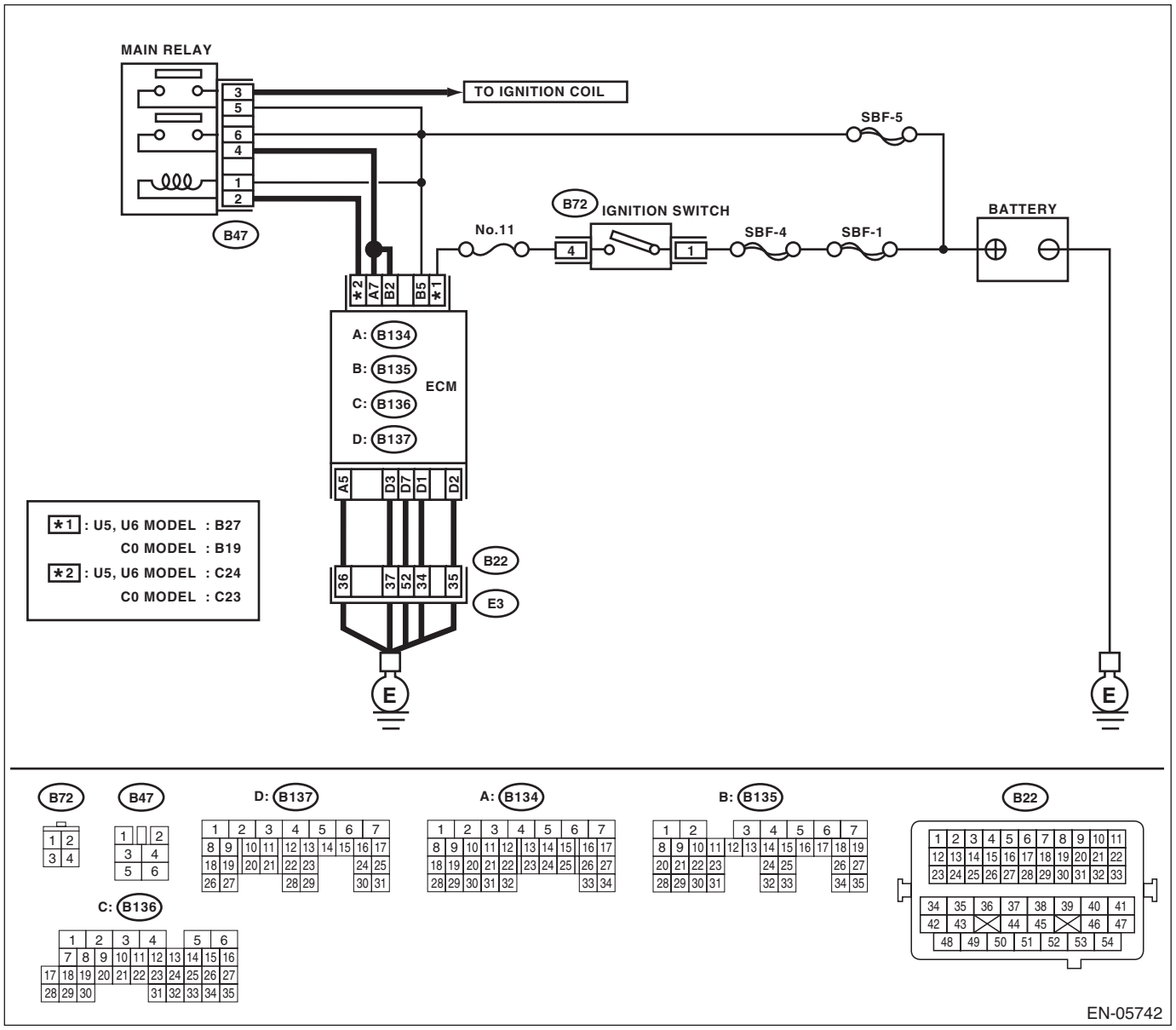
	Step	Check	Yes	No
1	**CHECK BATTERY.** Check the battery voltage.	Is the voltage 12 V or more?	Go to step **2**.	Charge or replace the battery.
2	**CHECK OPERATION OF STARTER MOTOR.** NOTE: Check the security alarm is not sounding. (Equipped model)	Does the starter motor operate?	Go to step **3**.	Go to step **4**.
3	**CHECK DTC.**	Is DTC displayed? <Ref. to EN(H4SO)(diag)-51, OPERATION, Read Diagnostic Trouble Code (DTC).>	Check the appropriate DTC using the List of Diagnostic Trouble Code (DTC). <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Repair poor contact in ECM connector.
4	**CHECK INPUT SIGNAL FOR STARTER MOTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from starter motor. 3) Turn the ignition switch to ST. 4) Measure the power supply voltage between starter motor connector terminal and engine ground. ***Connector & terminal*** ***(B14) No. 1 (+) — Engine ground (–):*** NOTE: • For AT model, place the select lever in “P” or “N” range. • For MT model, depress the clutch pedal.	Is the voltage 10 V or more?	Check the starter motor. <Ref. to SC(H4SO)-6, Starter.>	Go to step **5**.
5	**CHECK HARNESS BETWEEN BATTERY AND IGNITION SWITCH CONNECTOR.** 1) Disconnect the connector from ignition switch. 2) Measure the power supply voltage between ignition switch connector and chassis ground. ***Connector & terminal*** ***(B72) No. 1 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **6**.	Repair the open circuit of harness between ignition switch and battery, and check fuse SBF No. 4 and SBF No. 1.
6	**CHECK IGNITION SWITCH.** 1) Disconnect the connector from ignition switch. 2) Measure the resistance between ignition switch terminals after turning the ignition switch to “ST” position. ***Terminals*** ***No. 1 — No. 3:***	Is the resistance less than 5 Ω?	Go to step **7**.	Replace the ignition switch.
7	**CHECK TRANSMISSION TYPE.**	Is the transmission type AT?	Go to step **8**.	Go to step **12**.
8	**CHECK INPUT VOLTAGE OF STARTER INTERLOCK RELAY.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from starter interlock relay. 3) Connect the connector to ignition switch. 4) Measure the input voltage between starter interlock relay connector and chassis ground after turning the ignition switch to ST. ***Connector & terminal*** ***(B225) No. 26 (+) — Chassis ground (–):*** ***(B225) No. 28 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **9**.	Repair open or short circuit to ground in harness between starter interlock relay and ignition switch. NOTE: Inspect the security system. (Equipped model) <Ref. to SL-21, Security System.>

	Step	Check	Yes	No
9	**CHECK STARTER INTERLOCK RELAY.** 1) Connect the battery to starter interlock relay terminals No. 26 and No. 24. 2) Measure the resistance between starter interlock relay terminals. ***Terminals*** ***No. 27 — No. 28:***	Is the resistance less than 1 Ω?	Go to step **10**.	Replace the starter interlock relay.
10	**CHECK INPUT VOLTAGE OF INHIBITOR SWITCH.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from inhibitor switch. 3) Connect the connector to the ignition switch. 4) Measure the input voltage between inhibitor switch connector terminal and engine ground while turning the ignition switch to ST. ***Connector & terminal*** ***(B12) No. 12 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Go to step **11**.	Repair open or ground short circuit in harness between inhibitor switch and starter interlock relay. NOTE: Inspect the security system. (Equipped model) <Ref. to SL-21, Security System.>
11	**CHECK INHIBITOR SWITCH.** 1) Place the select lever in “P” or “N” range. 2) Measure the resistance between inhibitor switch terminals. ***Connector & terminal*** ***(T3) No. 11 — No. 12:***	Is the resistance less than 1 Ω?	Repair open or ground short circuit in harness between inhibitor switch and starter motor.	Replace the inhibitor switch. <Ref. to 4AT-47, Inhibitor Switch.>
12	**CHECK INPUT VOLTAGE OF STARTER INTERLOCK RELAY.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from starter interlock relay. 3) Connect the connector to ignition switch. 4) Measure the input voltage between starter interlock relay connector and chassis ground after turning the ignition switch to ST. ***Connector & terminal*** ***(B225) No. 26 (+) — Chassis ground (–):*** ***(B225) No. 28 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **13**.	Repair open or short circuit to ground in harness between starter interlock relay and ignition switch. NOTE: Inspect the security system. (Equipped model) <Ref. to SL-21, Security System.>
13	**CHECK STARTER INTERLOCK RELAY.** 1) Connect the battery to starter interlock relay terminals No. 26 and No. 24. 2) Measure the resistance between starter interlock relay terminals. ***Terminals*** ***No. 27 — No. 28:***	Is the resistance less than 1 Ω?	Go to step **14**.	Replace the starter interlock relay.
14	**CHECK GROUND CIRCUIT OF CLUTCH SWITCH.** 1) Disconnect the connectors from ECM and clutch switch. 2) Measure the resistance between ECM and the clutch switch connector. ***Connector & terminal*** ***(B106) No. 1 — (B136) No. 20:***	Is the resistance less than 1 Ω?	Go to step **15**.	Repair the open circuit of harness between the clutch switch and ECM.
15	**CHECK CLUTCH SWITCH.** Measure the resistance between clutch switch terminals while depressing the clutch pedal. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance less than 1 Ω?	Go to step **16**.	Replace the clutch switch. <Ref. to CL-29, Clutch Switch.>

	Step	Check	Yes	No
16	**CHECK CLUTCH SWITCH CIRCUIT.** 1) Connect the connector to the clutch switch. 2) Measure the resistance between ECM and the starter interlock relay connector while depressing the clutch pedal. ***Connector & terminal*** ***(B225) No. 24 — (B136) No. 20:***	Is the resistance less than 1 Ω?	Repair the ground short of the harness between starter interlock relay and starter motor.	Repair the open circuit in harness between starter interlock relay and clutch switch.

C: CHECK POWER SUPPLY AND GROUND LINE OF ENGINE CONTROL MODULE (ECM)

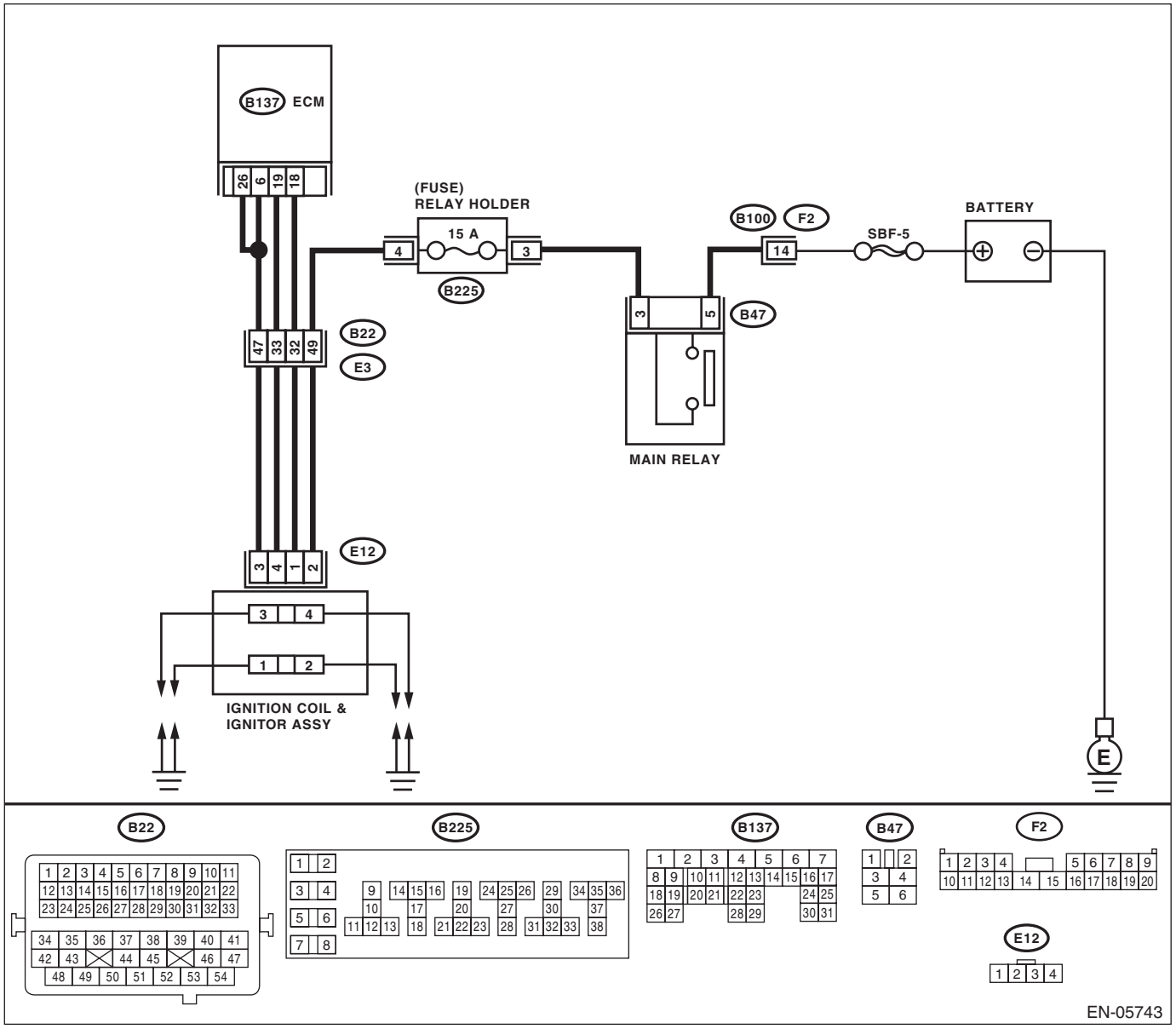
CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK MAIN RELAY.** 1) Turn the ignition switch to OFF. 2) Remove the main relay. 3) Connect the battery to main relay terminals No. 1 and No. 2. 4) Measure the resistance between main relay terminals. ***Terminals*** ***No. 3 — No. 5:*** ***No. 4 — No. 6:***	Is the resistance less than 10 Ω?	Go to step **2**.	Replace the main relay.
2	**CHECK GROUND CIRCUIT FOR ECM.** 1) Disconnect the connectors from ECM. 2) Measure the resistance of harness between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 5 — Chassis ground:*** ***(B137) No. 1 — Chassis ground:*** ***(B137) No. 2 — Chassis ground:*** ***(B137) No. 3 — Chassis ground:*** ***(B137) No. 7 — Chassis ground:***	Is the resistance less than 5 Ω?	Go to step **3**.	Repair the open circuit of harness between ECM connector and engine grounding terminal.
3	**CHECK INPUT VOLTAGE OF ECM.** Measure the voltage between ECM connector and chassis ground. ***Connector & terminal*** ***U5, U6 model*** ***(B135) No. 5 (+) — Chassis ground (–):*** ***(B135) No. 27 (+) — Chassis ground (–):*** ***C0 model*** ***(B135) No. 5 (+) — Chassis ground (–):*** ***(B135) No. 19 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **4**.	Repair the open or ground short circuit of power supply circuit.
4	**CHECK INPUT VOLTAGE OF MAIN RELAY.** Measure the voltage between main relay connector and chassis ground. ***Connector & terminal*** ***(B47) No. 1 (+) — Chassis ground (–):*** ***(B47) No. 5 (+) — Chassis ground (–):*** ***(B47) No. 6 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **5**.	Repair the open or ground short circuit of harness of power supply circuit.
5	**CHECK INPUT VOLTAGE OF ECM.** 1) Connect the main relay connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 7 (+) — Chassis ground (–):*** ***(B135) No. 2 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Check ignition control system. <Ref. to EN(H4SO)(diag)-80, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Repair the open or ground short circuit of harness between ECM connector and main relay connector.

D: IGNITION CONTROL SYSTEM

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:

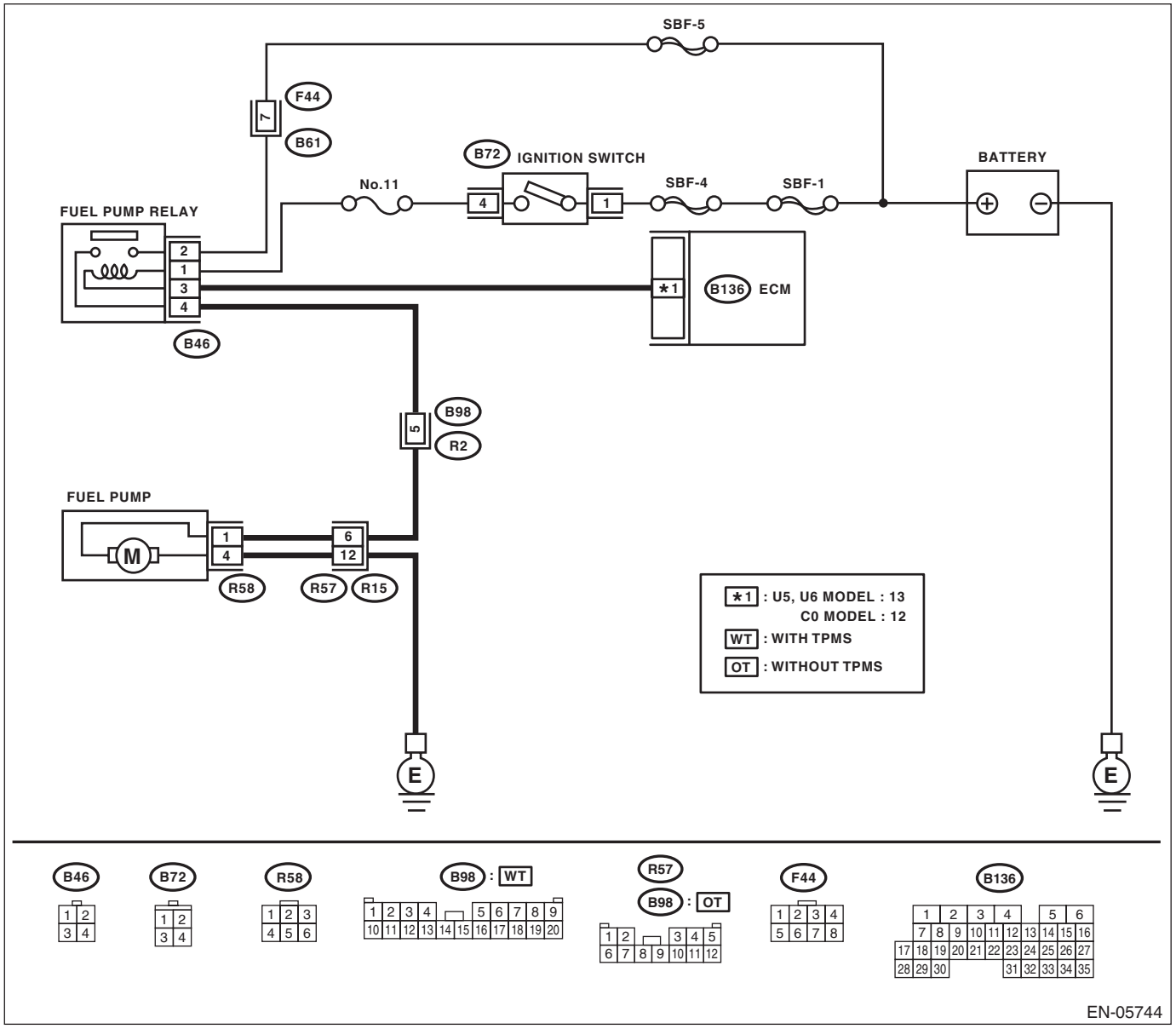


	Step	Check	Yes	No
1	**CHECK IGNITION SYSTEM FOR SPARKS.** 1) Remove the plug cord cap from each spark plug. 2) Install a new spark plug on plug cord cap. **CAUTION:** **Do not remove the spark plug from engine.** 3) Contact the spark plug's thread portion to the engine. 4) While opening the throttle valve fully, crank the engine to check that spark occurs at each cylinder.	Does spark occur at each cylinder?	Check fuel pump system. <Ref. to EN(H4SO)(diag)-83, FUEL PUMP CIRCUIT, Diagnostics for Engine Starting Failure.>	Go to step **2**.
2	**CHECK POWER SUPPLY CIRCUIT FOR IGNITION COIL AND IGNITOR ASSEMBLY.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ignition coil and ignitor assembly. 3) Turn the ignition switch to ON. 4) Measure the power supply voltage between ignition coil and ignitor assembly connector and engine ground. ***Connector & terminal*** ***(E12) No. 2 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Go to step **3**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between the ignition coil and ignitor assembly and ignition switch connector • Poor contact in coupling connector
3	**CHECK HARNESS OF IGNITION COIL AND IGNITOR ASSEMBLY GROUND CIRCUIT.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between the ignition coil and ignitor assembly connector and engine ground. ***Connector & terminal*** ***(E12) No. 3 — Engine ground:***	Is the resistance less than 5 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ignition coil and ignitor assembly connector and engine grounding terminal
4	**CHECK IGNITION COIL AND IGNITOR ASSEMBLY.** 1) Remove the spark plug cords. 2) Measure the resistance between spark plug cord contact portions to check secondary coil. ***Terminals*** ***No. 1 — No. 2:*** ***No. 3 — No. 4:***	Is the resistance between 10 and 15 kΩ?	Go to step **5**.	Replace the ignition coil and ignitor assembly. <Ref. to IG(H4SO)-6, Ignition Coil and Ignitor Assembly.>
5	**CHECK INPUT SIGNAL FOR IGNITION COIL AND IGNITOR ASSEMBLY.** 1) Connect the connector to the Ignition coil and ignitor assembly. 2) Check if voltage varies synchronously with engine speed when cranking, while monitoring voltage between ignition coil and ignitor assembly connector and engine ground. ***Connector & terminal*** ***(E12) No. 1 (+) — Engine ground (–):*** ***(E12) No. 4 (+) — Engine ground (–):***	Does the voltage vary 10 V or more?	Go to step **6**.	Replace the ignition coil and ignitor assembly. <Ref. to IG(H4SO)-6, Ignition Coil and Ignitor Assembly.>

	Step	Check	Yes	No
6	**CHECK HARNESS BETWEEN ECM AND IGNITION COIL AND IGNITOR ASSEMBLY CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connector from ignition coil and ignitor assembly. 4) Measure the resistance of harness between ECM and ignition coil and ignitor assembly connector. ***Connector & terminal*** ***(B137) No. 18 — (E12) No. 1:*** ***(B137) No. 19 — (E12) No. 4:***	Is the resistance less than 1 Ω?	Go to step **7**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and ignition coil and ignitor assembly connector • Poor contact in coupling connector
7	**CHECK HARNESS BETWEEN ECM AND IGNITION COIL AND IGNITOR ASSEMBLY CONNECTOR.** Measure the resistance of harness between ECM and engine ground. ***Connector & terminal:*** ***(B137) No. 18 — Engine ground:*** ***(B137) No. 19 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **8**.	Repair the ground short circuit of harness between ECM and ignition coil and ignitor assembly connector.
8	**CHECK POOR CONTACT.** Check poor contact of ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Check fuel pump circuit. <Ref. to EN(H4SO)(diag)-83, FUEL PUMP CIRCUIT, Diagnostics for Engine Starting Failure.>

E: FUEL PUMP CIRCUIT

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



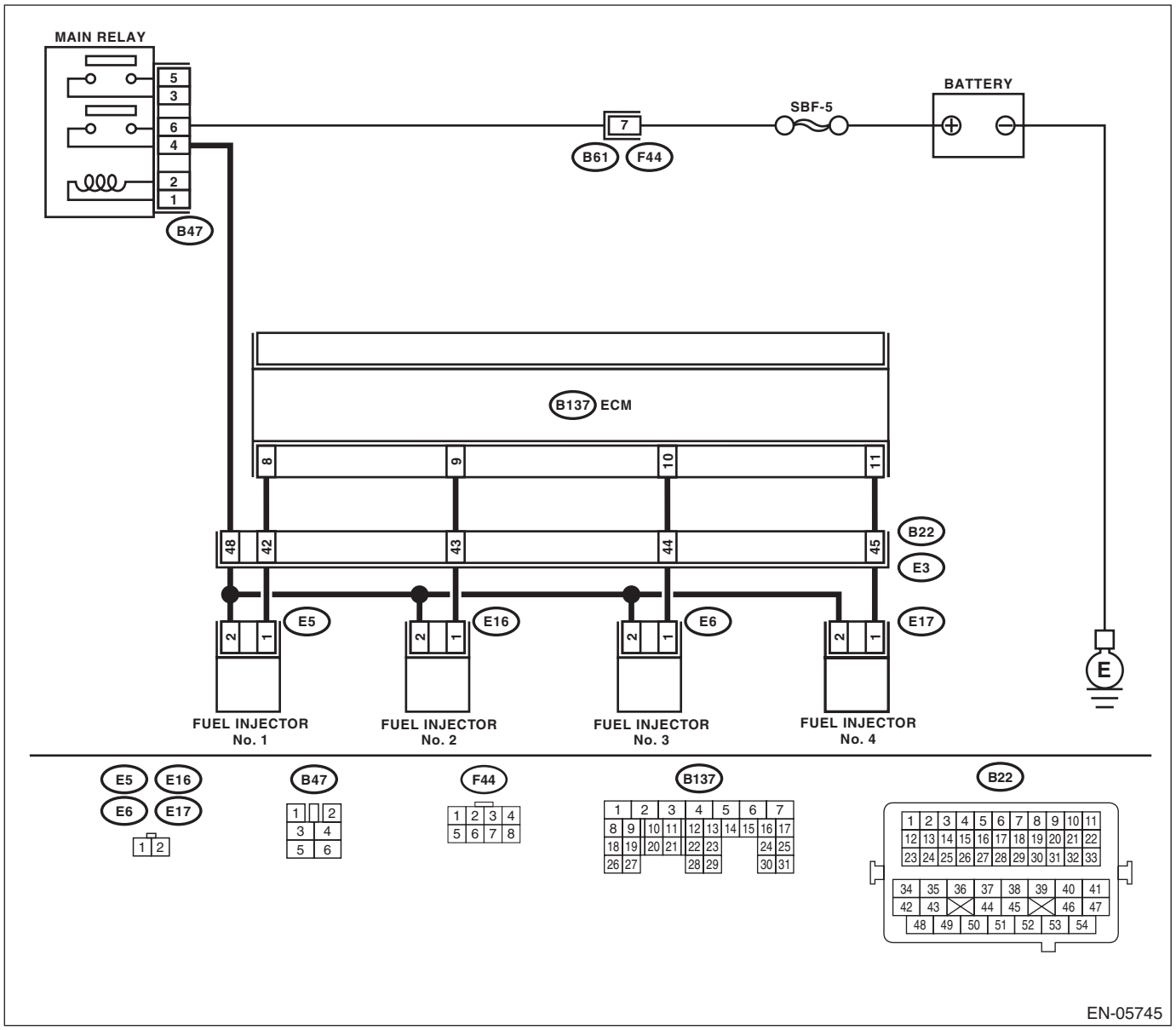
	Step	Check	Yes	No
1	**CHECK OPERATING SOUND OF FUEL PUMP.** Make sure that fuel pump is in operation for 2 seconds when turning the ignition switch to ON. NOTE: The fuel pump can be executed using the Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-64, Compulsory Valve Operation Check Mode.>	Does the fuel pump emit operating sound?	Check the fuel injector circuit. <Ref. to EN(H4SO)(diag)-86, FUEL INJECTOR CIRCUIT, Diagnostics for Engine Starting Failure.>	Go to step **2**.
2	**CHECK GROUND CIRCUIT OF FUEL PUMP.** 1) Turn the ignition switch to OFF. 2) Remove the fuel pump access hole lid. 3) Disconnect the connector from fuel pump. 4) Measure the resistance of harness connector between fuel pump and chassis ground. ***Connector & terminal*** ***(R58) No. 4 — Chassis ground:***	Is the resistance less than 5 Ω?	Go to step **3**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between fuel pump connector and chassis grounding terminal • Poor contact in coupling connector
3	**CHECK POWER SUPPLY TO FUEL PUMP.** 1) Turn the ignition switch to ON. 2) Measure the voltage of power supply circuit between fuel pump connector and chassis ground. ***Connector & terminal*** ***(R58) No. 1 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Replace the fuel pump. <Ref. to FU(H4SO)-53, Fuel Pump.>	Go to step **4**.
4	**CHECK HARNESS BETWEEN FUEL PUMP AND FUEL PUMP RELAY CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness connector between fuel pump and fuel pump relay. ***Connector & terminal*** ***(R58) No. 1 — (B46) No. 4:***	Is the resistance less than 1 Ω?	Go to step **5**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between fuel pump connector and chassis grounding terminal • Poor contact in coupling connector
5	**CHECK HARNESS BETWEEN FUEL PUMP AND FUEL PUMP RELAY CONNECTOR.** Measure the resistance of harness between fuel pump and fuel pump relay connector. ***Connector & terminal*** ***(R58) No. 1 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **6**.	Repair the short circuit of harness between fuel pump and fuel pump relay connector.
6	**CHECK FUEL PUMP RELAY.** 1) Disconnect the connectors from fuel pump relay and main relay. 2) Remove the fuel pump relay and main relay with bracket. 3) Connect the battery to fuel pump relay connector terminals No. 1 and No. 3. 4) Measure the resistance between connector terminals of fuel pump relay. ***Terminals*** ***No. 2 — No. 4:***	Is the resistance less than 10 Ω?	Go to step **7**.	Replace the fuel pump relay. <Ref. to FU(H4SO)-43, Fuel Pump Relay.>

	Step	Check	Yes	No
7	**CHECK HARNESS BETWEEN ECM AND FUEL PUMP RELAY CONNECTOR.** 1) Disconnect the connectors from ECM. 2) Measure the resistance of harness between ECM and fuel pump relay connector. ***Connector & terminal*** ***U5, U6 model*** ***(B136) No. 13 — (B46) No. 3:*** ***C0 model*** ***(B136) No. 12 — (B46) No. 3:***	Is the resistance less than 1 Ω?	Go to step **8**.	Repair the open circuit of harness between ECM and fuel pump relay connector.
8	**CHECK POOR CONTACT.** Check poor contact of ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Check the fuel injector circuit. <Ref. to EN(H4SO)(diag)-86, FUEL INJECTOR CIRCUIT, Diagnostics for Engine Starting Failure.>

F: FUEL INJECTOR CIRCUIT

CAUTION:
- **Check or repair only faulty parts.**
- **After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.**

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK OPERATION OF EACH FUEL INJECTOR.** While cranking the engine, check that each fuel injector emits the “operating” sound. Use a sound scope or attach a screwdriver to the injector for this check.	Does the fuel injector operate?	Check the fuel pressure. <Ref. to ME(H4SO)-29, INSPECTION, Fuel Pressure.>	Go to step **2**.
2	**CHECK POWER SUPPLY TO EACH FUEL INJECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector. 3) Turn the ignition switch to ON. 4) Measure the power supply voltage between fuel injector terminal and engine ground. ***Connector & terminal*** ***#1 (E5) No. 2 (+) — Engine ground (–):*** ***#2 (E16) No. 2 (+) — Engine ground (–):*** ***#3 (E6) No. 2 (+) — Engine ground (–):*** ***#4 (E17) No. 2 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Go to step **3**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay and fuel injector connector • Poor contact in main relay connector • Poor contact in coupling connector • Poor contact in fuel injector connector
3	**CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR CONNECTOR.** 1) Disconnect the connectors from ECM. 2) Measure the resistance of harness between ECM and fuel injector connector. ***Connector & terminal*** ***#1 (B137) No. 8 — (E5) No. 1:*** ***#2 (B137) No. 9 — (E16) No. 1:*** ***#3 (B137) No. 10 — (E6) No. 1:*** ***#4 (B137) No. 11 — (E17) No. 1:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and fuel injector connector • Poor contact in coupling connector
4	**CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR CONNECTOR.** Measure the resistance of harness between ECM and fuel injector connector. ***Connector & terminal*** ***#1 (B137) No. 8 — Chassis ground:*** ***#2 (B137) No. 9 — Chassis ground:*** ***#3 (B137) No. 10 — Chassis ground:*** ***#4 (B137) No. 11 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **5**.	Repair the ground short circuit of harness between ECM and fuel injector connector.
5	**CHECK EACH FUEL INJECTOR.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between each fuel injector terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 5 — 20 Ω?	Go to step **6**.	Replace the faulty fuel injector.
6	**CHECK POOR CONTACT.** Check poor contact of ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Inspection using “General Diagnostic Table” <Ref. to EN(H4SO)(diag)-332, INSPECTION, General Diagnostic Table.>

18.List of Diagnostic Trouble Code (DTC)

A: LIST

DTC	Item	Note
P0026	Intake Valve Control Solenoid Circuit Range/Performance (Bank 1)	<Ref. to EN(H4SO)(diag)-95, DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0028	Intake Valve Control Solenoid Circuit Range/Performance (Bank 2)	<Ref. to EN(H4SO)(diag)-97, DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0030	HO2S Heater Control Circuit (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-99, DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0031	HO2S Heater Control Circuit Low (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-101, DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0032	HO2S Heater Control Circuit High (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-103, DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0037	HO2S Heater Control Circuit Low (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-105, DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0038	HO2S Heater Control Circuit High (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-107, DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0068	MAP/MAF - Throttle Position Correlation	<Ref. to EN(H4SO)(diag)-109, DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0076	Intake Valve Control Solenoid Circuit Low (Bank 1)	<Ref. to EN(H4SO)(diag)-111, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0077	Intake Valve Control Solenoid Circuit High (Bank 1)	<Ref. to EN(H4SO)(diag)-113, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0082	Intake Valve Control Solenoid Circuit Low (Bank 2)	<Ref. to EN(H4SO)(diag)-115, DTC P0082 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0083	Intake Valve Control Solenoid Circuit High (Bank 2)	<Ref. to EN(H4SO)(diag)-117, DTC P0083 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0101	Mass or Volume Air Flow Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-119, DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0102	Mass or Volume Air Flow Circuit Low Input	<Ref. to EN(H4SO)(diag)-121, DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0103	Mass or Volume Air Flow Circuit High Input	<Ref. to EN(H4SO)(diag)-123, DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0107	Manifold Absolute Pressure/Barometric Pressure Circuit Low Input	<Ref. to EN(H4SO)(diag)-125, DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0108	Manifold Absolute Pressure/Barometric Pressure Circuit High Input	<Ref. to EN(H4SO)(diag)-127, DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC	Item	Note
P0111	Intake Air Temperature Sensor 1 Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-129, DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0112	Intake Air Temperature Sensor 1 Circuit Low	<Ref. to EN(H4SO)(diag)-131, DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0113	Intake Air Temperature Sensor 1 Circuit High	<Ref. to EN(H4SO)(diag)-133, DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0117	Engine Coolant Temperature Circuit Low	<Ref. to EN(H4SO)(diag)-135, DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0118	Engine Coolant Temperature Circuit High	<Ref. to EN(H4SO)(diag)-137, DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0122	Throttle/Pedal Position Sensor/ Switch “A” Circuit Low	<Ref. to EN(H4SO)(diag)-139, DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0123	Throttle/Pedal Position Sensor/ Switch “A” Circuit High	<Ref. to EN(H4SO)(diag)-141, DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0125	Insufficient Coolant Temperature for Closed Loop Fuel Control	<Ref. to EN(H4SO)(diag)-143, DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0126	Insufficient Engine Coolant Temperature for Stable Operation	<Ref. to EN(H4SO)(diag)-144, DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0128	Coolant Thermostat (Engine Coolant Temperature Below Thermostat Regulating Temperature)	<Ref. to EN(H4SO)(diag)-146, DTC P0128 COOLANT THERMOSTAT (ENGINE COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0131	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-147, DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0132	O2 Sensor Circuit High Voltage (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-149, DTC P0132 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0133	O2 Sensor Circuit Slow Response (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-151, DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0134	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-153, DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0137	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-155, DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0138	O2 Sensor Circuit High Voltage (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-157, DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0139	O2 Sensor Circuit Slow Response (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-159, DTC P0139 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0140	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-161, DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0171	System Too Lean (Bank 1)	<Ref. to EN(H4SO)(diag)-163, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC	Item	Note
P0172	System Too Rich (Bank 1)	<Ref. to EN(H4SO)(diag)-164, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0181	Fuel Temperature Sensor “A” Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-166, DTC P0181 FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0182	Fuel Temperature Sensor “A” Circuit Low Input	<Ref. to EN(H4SO)(diag)-168, DTC P0182 FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0183	Fuel Temperature Sensor “A” Circuit High Input	<Ref. to EN(H4SO)(diag)-170, DTC P0183 FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0196	Engine Oil Temperature Sensor Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-172, DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0197	Engine Oil Temperature Sensor Low	<Ref. to EN(H4SO)(diag)-174, DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0198	Engine Oil Temperature Sensor High	<Ref. to EN(H4SO)(diag)-176, DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0222	Throttle/Pedal Position Sensor/ Switch “B” Circuit Low	<Ref. to EN(H4SO)(diag)-178, DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0223	Throttle/Pedal Position Sensor/ Switch “B” Circuit High	<Ref. to EN(H4SO)(diag)-180, DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0301	Cylinder 1 Misfire Detected	<Ref. to EN(H4SO)(diag)-182, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0302	Cylinder 2 Misfire Detected	<Ref. to EN(H4SO)(diag)-182, DTC P0302 CYLINDER 2 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0303	Cylinder 3 Misfire Detected	<Ref. to EN(H4SO)(diag)-182, DTC P0303 CYLINDER 3 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0304	Cylinder 4 Misfire Detected	<Ref. to EN(H4SO)(diag)-183, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0327	Knock Sensor 1 Circuit Low (Bank 1 or Single Sensor)	<Ref. to EN(H4SO)(diag)-189, DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0328	Knock Sensor 1 Circuit High (Bank 1 or Single Sensor)	<Ref. to EN(H4SO)(diag)-191, DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0335	Crankshaft Position Sensor “A” Circuit	<Ref. to EN(H4SO)(diag)-193, DTC P0335 CRANKSHAFT POSITION SENSOR “A” CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0336	Crankshaft Position Sensor “A” Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-195, DTC P0336 CRANKSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0340	Camshaft Position Sensor “A” Circuit (Bank 1 or Single Sensor)	<Ref. to EN(H4SO)(diag)-197, DTC P0340 CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 1 OR SINGLE SENSOR), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0341	Camshaft Position Sensor “A” Circuit Range/Performance (Bank 1 or Single Sensor)	<Ref. to EN(H4SO)(diag)-199, DTC P0341 CAMSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE (BANK 1 OR SINGLE SENSOR), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0400	Exhaust Gas Recirculation Flow	<Ref. to EN(H4SO)(diag)-201, DTC P0400 EXHAUST GAS RECIRCULATION FLOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0420	Catalyst System Efficiency Below Threshold (Bank 1)	<Ref. to EN(H4SO)(diag)-203, DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC	Item	Note
P0442	Evaporative Emission Control System Leak Detected (Small Leak)	<Ref. to EN(H4SO)(diag)-207, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0447	Evaporative Emission Control System Vent Control Circuit Open	<Ref. to EN(H4SO)(diag)-210, DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0448	Evaporative Emission Control System Vent Control Circuit Shorted	<Ref. to EN(H4SO)(diag)-212, DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0451	Evaporative Emission Control System Pressure Sensor	<Ref. to EN(H4SO)(diag)-214, DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0452	Evaporative Emission Control System Pressure Sensor Low Input	<Ref. to EN(H4SO)(diag)-216, DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0453	Evaporative Emission Control System Pressure Sensor High Input	<Ref. to EN(H4SO)(diag)-218, DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0456	Evaporative Emission Control System Leak Detected (Very Small Leak)	<Ref. to EN(H4SO)(diag)-220, DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0457	Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)	<Ref. to EN(H4SO)(diag)-223, DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0458	Evaporative Emission System Purge Control Valve Circuit Low	<Ref. to EN(H4SO)(diag)-226, DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0459	Evaporative Emission System Purge Control Valve Circuit High	<Ref. to EN(H4SO)(diag)-228, DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0461	Fuel Level Sensor “A” Circuit Range/ Performance	<Ref. to EN(H4SO)(diag)-230, DTC P0461 FUEL LEVEL SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0462	Fuel Level Sensor “A” Circuit Low	<Ref. to EN(H4SO)(diag)-231, DTC P0462 FUEL LEVEL SENSOR “A” CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0463	Fuel Level Sensor “A” Circuit High	<Ref. to EN(H4SO)(diag)-234, DTC P0463 FUEL LEVEL SENSOR “A” CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0464	Fuel Level Sensor Circuit Intermittent	<Ref. to EN(H4SO)(diag)-237, DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0483	Fan Rationality Check	<Ref. to EN(H4SO)(diag)-239, DTC P0483 FAN RATIONALITY CHECK, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0502	Vehicle Speed Sensor “A” Circuit Low Input	<Ref. to EN(H4SO)(diag)-239, DTC P0502 VEHICLE SPEED SENSOR “A” CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0503	Vehicle Speed Sensor “A” Intermittent/Erratic/High	<Ref. to EN(H4SO)(diag)-240, DTC P0503 VEHICLE SPEED SENSOR “A” INTERMITTENT/ERRATIC/HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0506	Idle Air Control System RPM Lower Than Expected	<Ref. to EN(H4SO)(diag)-243, DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0507	Idle Air Control System RPM Higher Than Expected	<Ref. to EN(H4SO)(diag)-245, DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0512	Starter Request Circuit	<Ref. to EN(H4SO)(diag)-247, DTC P0512 STARTER REQUEST CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC	Item	Note
P0513	Incorrect Immobilizer Key	<Ref. to IM(diag)-18, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0519	Idle Air Control System Performance	<Ref. to EN(H4SO)(diag)-250, DTC P0519 IDLE AIR CONTROL SYSTEM PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0600	Serial Communication Link	<Ref. to EN(H4SO)(diag)-251, DTC P0600 SERIAL COMMUNICATION LINK, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0604	Internal Control Module Random Access Memory (RAM) Error	<Ref. to EN(H4SO)(diag)-254, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0605	Internal Control Module Read Only Memory (ROM) Error	<Ref. to EN(H4SO)(diag)-255, DTC P0605 INTERNAL CONTROL MODULE READ ONLY MEMORY (ROM) ERROR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0607	Control Module Performance	<Ref. to EN(H4SO)(diag)-256, DTC P0607 CONTROL MODULE PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0638	Throttle Actuator Control Range/ Performance (Bank 1)	<Ref. to EN(H4SO)(diag)-257, DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0691	Fan 1 Control Circuit Low	<Ref. to EN(H4SO)(diag)-258, DTC P0691 FAN 1 CONTROL CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0692	Fan 1 Control Circuit High	<Ref. to EN(H4SO)(diag)-259, DTC P0692 FAN 1 CONTROL CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0700	Transmission Control System (MIL Request)	<Ref. to EN(H4SO)(diag)-259, DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0851	Park/Neutral Switch Input Circuit Low (AT Model)	<Ref. to EN(H4SO)(diag)-260, DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0851	Neutral Switch Input Circuit Low (MT Model)	<Ref. to EN(H4SO)(diag)-262, DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0852	Park/Neutral Switch Input Circuit High (AT Model)	<Ref. to EN(H4SO)(diag)-264, DTC P0852 PARK/NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0852	Neutral Switch Input Circuit High (MT Model)	<Ref. to EN(H4SO)(diag)-266, DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1152	O2 Sensor Circuit Range/Performance (Low) (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-268, DTC P1152 O2 SENSOR CIRCUIT RANGE/ PERFORMANCE (LOW) (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1153	O2 Sensor Circuit Range/Performance (High) (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-270, DTC P1153 O2 SENSOR CIRCUIT RANGE/ PERFORMANCE (HIGH) (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1160	Return Spring Failure	<Ref. to EN(H4SO)(diag)-271, DTC P1160 RETURN SPRING FAILURE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1400	Fuel Tank Pressure Control Solenoid Valve Circuit Low	<Ref. to EN(H4SO)(diag)-272, DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1420	Fuel Tank Pressure Control Sol. Valve Circuit High	<Ref. to EN(H4SO)(diag)-274, DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1443	Vent Control Solenoid Valve Function Problem	<Ref. to EN(H4SO)(diag)-276, DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC	Item	Note
P1491	Positive Crankcase Ventilation (Blow-by) Function Problem	<Ref. to EN(H4SO)(diag)-278, DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1492	EGR Solenoid Valve Signal #1 Circuit Malfunction (Low Input)	<Ref. to EN(H4SO)(diag)-280, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1493	EGR Solenoid Valve Signal #1 Circuit Malfunction (High Input)	<Ref. to EN(H4SO)(diag)-280, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1494	EGR Solenoid Valve Signal #2 Circuit Malfunction (Low Input)	<Ref. to EN(H4SO)(diag)-280, DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1495	EGR Solenoid Valve Signal #2 Circuit Malfunction (High Input)	<Ref. to EN(H4SO)(diag)-280, DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1496	EGR Solenoid Valve Signal #3 Circuit Malfunction (Low Input)	<Ref. to EN(H4SO)(diag)-280, DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1497	EGR Solenoid Valve Signal #3 Circuit Malfunction (High Input)	<Ref. to EN(H4SO)(diag)-280, DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1498	EGR Solenoid Valve Signal #4 Circuit Malfunction (Low Input)	<Ref. to EN(H4SO)(diag)-281, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1499	EGR Solenoid Valve Signal #4 Circuit Malfunction (High Input)	<Ref. to EN(H4SO)(diag)-284, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1518	Starter Switch Circuit Low Input	<Ref. to EN(H4SO)(diag)-287, DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1560	Back-Up Voltage Circuit Malfunction	<Ref. to EN(H4SO)(diag)-290, DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1570	Antenna	<Ref. to IM(diag)-20, DTC P1570 ANTENNA, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1571	Reference Code Incompatibility	<Ref. to IM(diag)-13, DTC P1571 REFERENCE CODE INCOMPATIBILITY, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1572	IMM Circuit Failure (Except Antenna Circuit)	<Ref. to IM(diag)-14, DTC P1572 IMM CIRCUIT FAILURE (EXCEPT ANTENNA CIRCUIT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1574	Key Communication Failure	<Ref. to IM(diag)-17, DTC P1574 KEY COMMUNICATION FAILURE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1576	EGI Control Module EEPROM	<Ref. to IM(diag)-18, DTC P1576 EGI CONTROL MODULE EEPROM, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1577	IMM Control Module EEPROM	<Ref. to IM(diag)-19, DTC P1577 IMM CONTROL MODULE EEPROM, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1602	Control Module Programming Error	<Ref. to EN(H4SO)(diag)-292, DTC P1602 CONTROL MODULE PROGRAMMING ERROR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2096	Post Catalyst Fuel Trim System Too Lean Bank 1	<Ref. to EN(H4SO)(diag)-300, DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN BANK 1, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2097	Post Catalyst Fuel Trim System Too Rich Bank 1	<Ref. to EN(H4SO)(diag)-301, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

List of Diagnostic Trouble Code (DTC)

DTC	Item	Note
P2101	Throttle Actuator Control Motor Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-308, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2102	Throttle Actuator Control Motor Circuit Low	<Ref. to EN(H4SO)(diag)-313, DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2103	Throttle Actuator Control Motor Circuit High	<Ref. to EN(H4SO)(diag)-315, DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2109	Throttle/Pedal Position Sensor “A” Minimum Stop Performance	<Ref. to EN(H4SO)(diag)-316, DTC P2109 THROTTLE/PEDAL POSITION SENSOR “A” MINIMUM STOP PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2122	Throttle/Pedal Position Sensor/ Switch “D” Circuit Low Input	<Ref. to EN(H4SO)(diag)-317, DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2123	Throttle/Pedal Position Sensor/ Switch “D” Circuit High Input	<Ref. to EN(H4SO)(diag)-319, DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2127	Throttle/Pedal Position Sensor/ Switch “E” Circuit Low Input	<Ref. to EN(H4SO)(diag)-321, DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2128	Throttle/Pedal Position Sensor/ Switch “E” Circuit High Input	<Ref. to EN(H4SO)(diag)-323, DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2135	Throttle/Pedal Position Sensor/ Switch “A”/“B” Voltage Correlation	<Ref. to EN(H4SO)(diag)-325, DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A”/“B” VOLTAGE CORRELATION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2138	Throttle/Pedal Position Sensor/ Switch “D”/“E” Voltage Correlation	<Ref. to EN(H4SO)(diag)-328, DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D”/“E” VOLTAGE CORRELATION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2227	Barometric Pressure Circuit Range/ Performance	<Ref. to EN(H4SO)(diag)-330, DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2228	Barometric Pressure Circuit Low	<Ref. to EN(H4SO)(diag)-330, DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2229	Barometric Pressure Circuit High	<Ref. to EN(H4SO)(diag)-331, DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

19.Diagnostic Procedure with Diagnostic Trouble Code (DTC)

A: DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/ PERFORMANCE (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-8, DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-8, DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

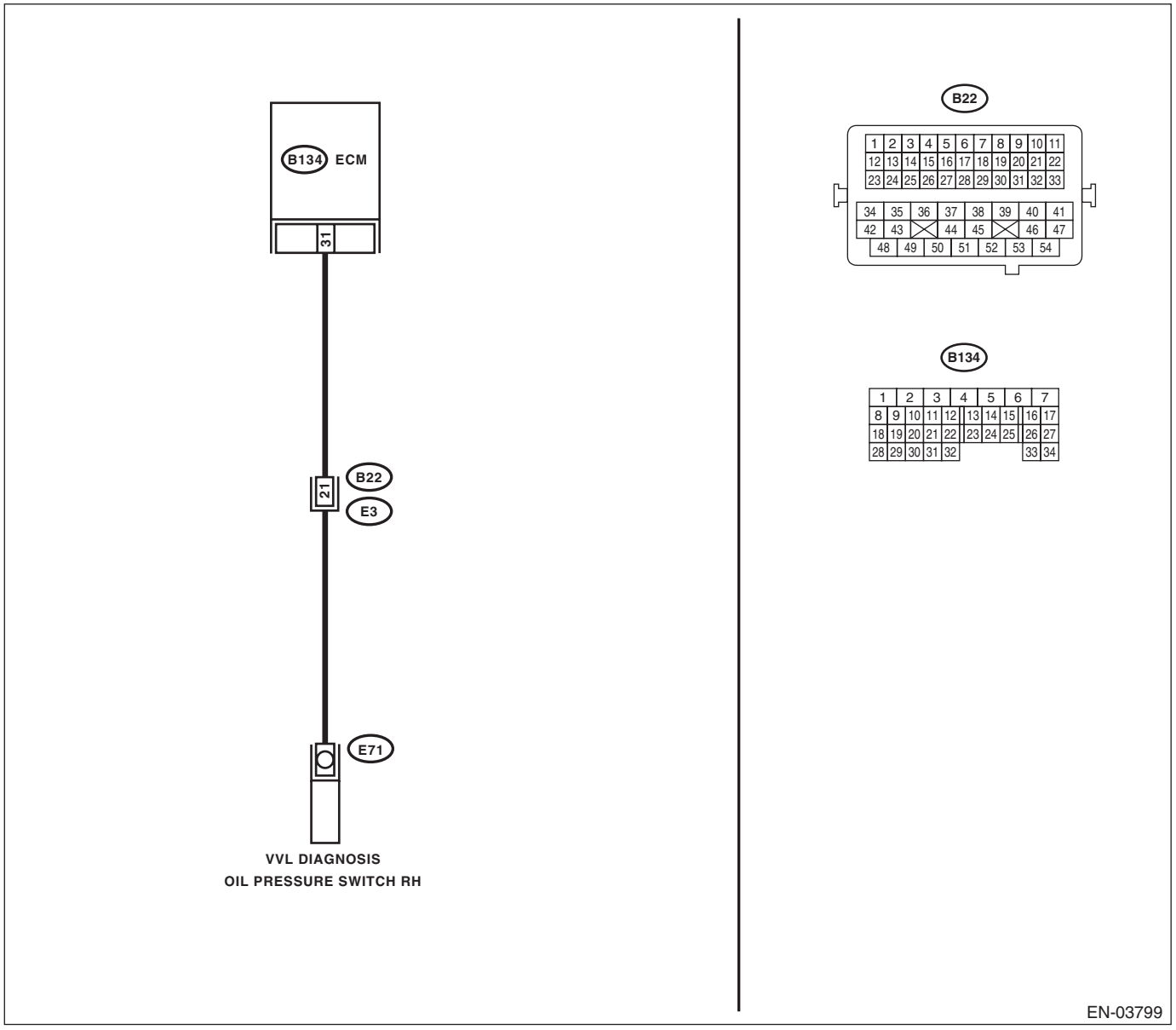
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH.** 1) Warm up the engine. 2) Turn the ignition switch to OFF. 3) Disconnect the connectors from the ECM and variable valve lift diagnosis oil pressure switch. 4) Measure the resistance of harness between ECM and variable valve lift diagnosis oil pressure switch connector. ***Connector & terminal*** ***(B134) No. 31 — (E71) No. 1:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness between ECM and variable valve lift diagnosis oil pressure switch connector.
2	**CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH.** Measure the resistance between the variable valve lift diagnosis oil pressure switch connector and engine ground. ***Connector & terminal*** ***(E71) No. 1 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and variable valve lift diagnosis oil pressure switch connector.
3	**CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH.** 1) Turn the ignition switch to ON. 2) Measure the voltage between the variable valve lift diagnosis oil pressure switch connector and engine ground. ***Connector & terminal*** ***(E71) No. 1 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power of the harness between the ECM and variable valve lift diagnosis oil pressure switch connector.	Go to step **4**.
4	**CHECK DTC.** 1) Perform the Clear Memory Mode. 2) After idling the engine, check the DTC. NOTE: For detailed procedures, refer to “Clear Memory Mode”. <Ref. to EN(H4SO)(diag)-63, Clear Memory Mode.>	Is DTC displayed?	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-94, Oil Switching Solenoid Valve.> Go to step **5**.	END.
5	**CHECK DTC.** 1) Perform the Clear Memory Mode. 2) After idling the engine, check the DTC. NOTE: For detailed procedures, refer to “Clear Memory Mode”. <Ref. to EN(H4SO)(diag)-63, Clear Memory Mode.>	Is DTC displayed?	Check the oil flow path.	END.

B: DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-9, DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-10, DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

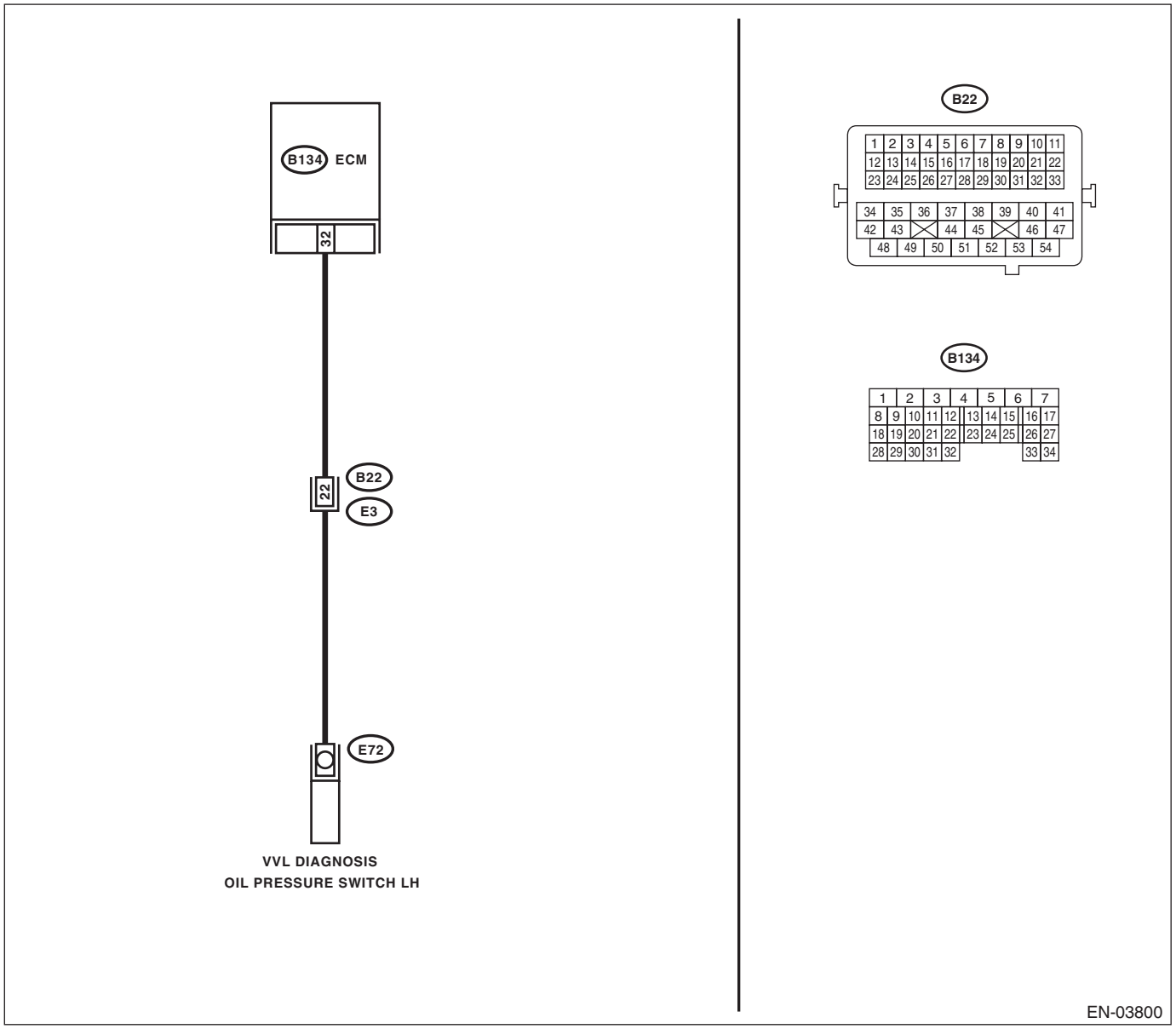
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



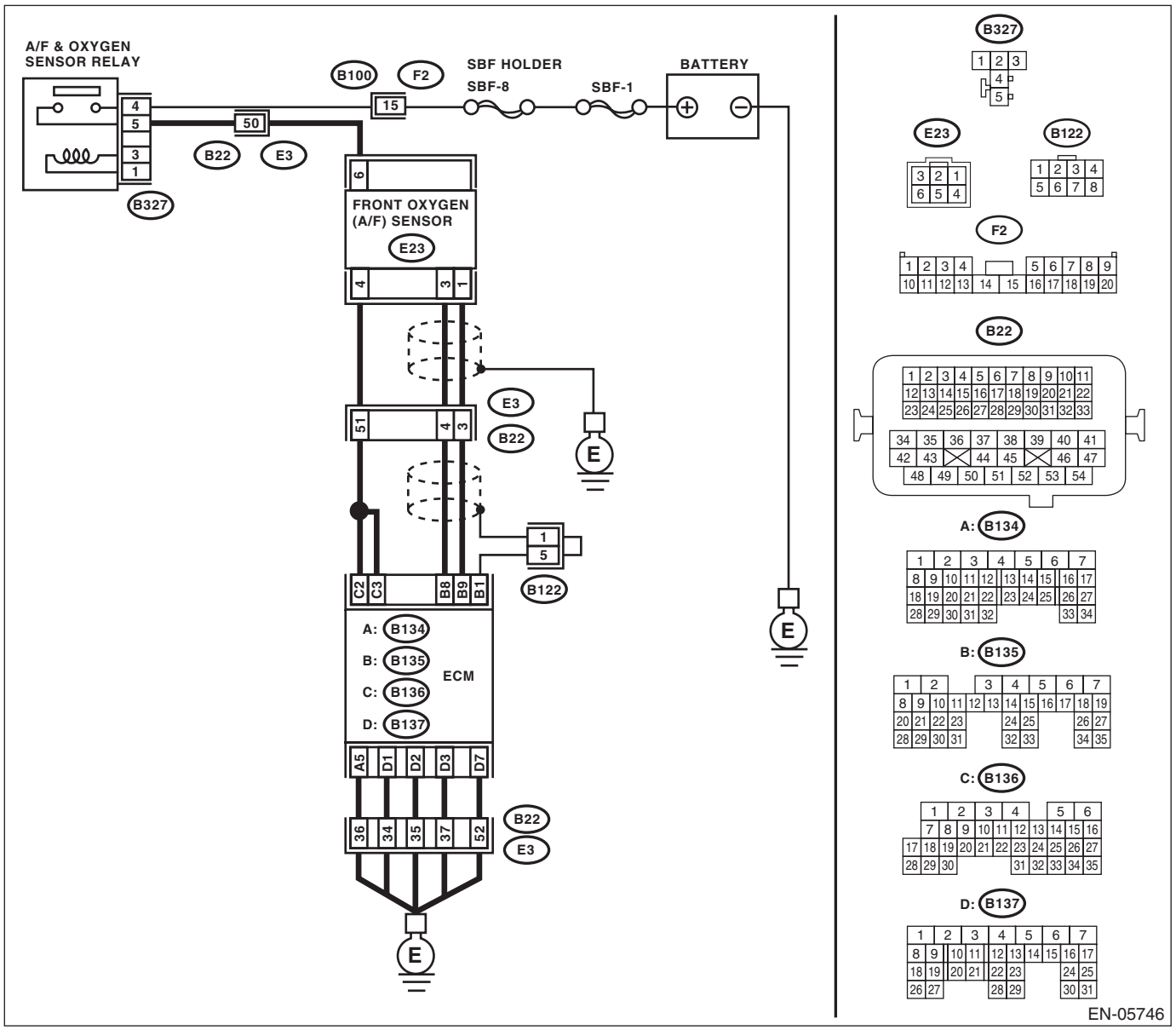
	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH.** 1) Warm up the engine. 2) Turn the ignition switch to OFF. 3) Disconnect the connectors from the ECM and variable valve lift diagnosis oil pressure switch. 4) Measure the resistance of harness between ECM and variable valve lift diagnosis oil pressure switch connector. ***Connector & terminal*** ***(B134) No. 32 — (E72) No. 1:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness between ECM and variable valve lift diagnosis oil pressure switch connector.
2	**CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH.** Measure the resistance between the variable valve lift diagnosis oil pressure switch connector and engine ground. ***Connector & terminal*** ***(E72) No. 1 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and variable valve lift diagnosis oil pressure switch connector.
3	**CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH.** 1) Turn the ignition switch to ON. 2) Measure the voltage between the variable valve lift diagnosis oil pressure switch connector and engine ground. ***Connector & terminal*** ***(E72) No. 1 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power of the harness between the ECM and variable valve lift diagnosis oil pressure switch connector.	Go to step **4**.
4	**CHECK DTC.** 1) Perform the Clear Memory Mode. 2) After idling the engine, check the DTC. NOTE: For detailed procedures, refer to “Clear Memory Mode”. <Ref. to EN(H4SO)(diag)-63, Clear Memory Mode.>	Is DTC displayed?	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-94, Oil Switching Solenoid Valve.> Go to step **5**.	END.
5	**CHECK DTC.** 1) Perform the Clear Memory Mode. 2) After idling the engine, check the DTC. NOTE: For detailed procedures, refer to “Clear Memory Mode”. <Ref. to EN(H4SO)(diag)-63, Clear Memory Mode.>	Is DTC displayed?	Check the oil flow path.	END.

C: DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-10, DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-11, DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** 1) Start and warm-up the engine. 2) Turn the ignition switch to OFF. 3) Disconnect the connectors from the ECM and front oxygen (A/F) sensor. 4) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. ***Connector & terminal*** ***(B136) No. 2 — (E23) No. 4:*** ***(B136) No. 3 — (E23) No. 4:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness between ECM and front oxygen (A/F) sensor connector.
2	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. ***Connector & terminal*** ***(B135) No. 9 — (E23) No. 1:*** ***(B135) No. 8 — (E23) No. 3:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness between ECM and front oxygen (A/F) sensor connector.
3	**CHECK FRONT OXYGEN (A/F) SENSOR.** Measure the resistance between front oxygen (A/F) sensor connector terminals. ***Terminals*** ***No. 6 — No. 4:***	Is the resistance between 2 — 3 Ω?	Go to step **4**.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-37, Front Oxygen (A/F) Sensor.>
4	**CHECK POOR CONTACT.** Check poor contact of ECM and front oxygen (A/F) sensor connector.	Is there poor contact in ECM or front oxygen (A/F) sensor connector?	Repair the poor contact of ECM and front oxygen (A/F) sensor connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-37, Front Oxygen (A/F) Sensor.>

D: DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1)

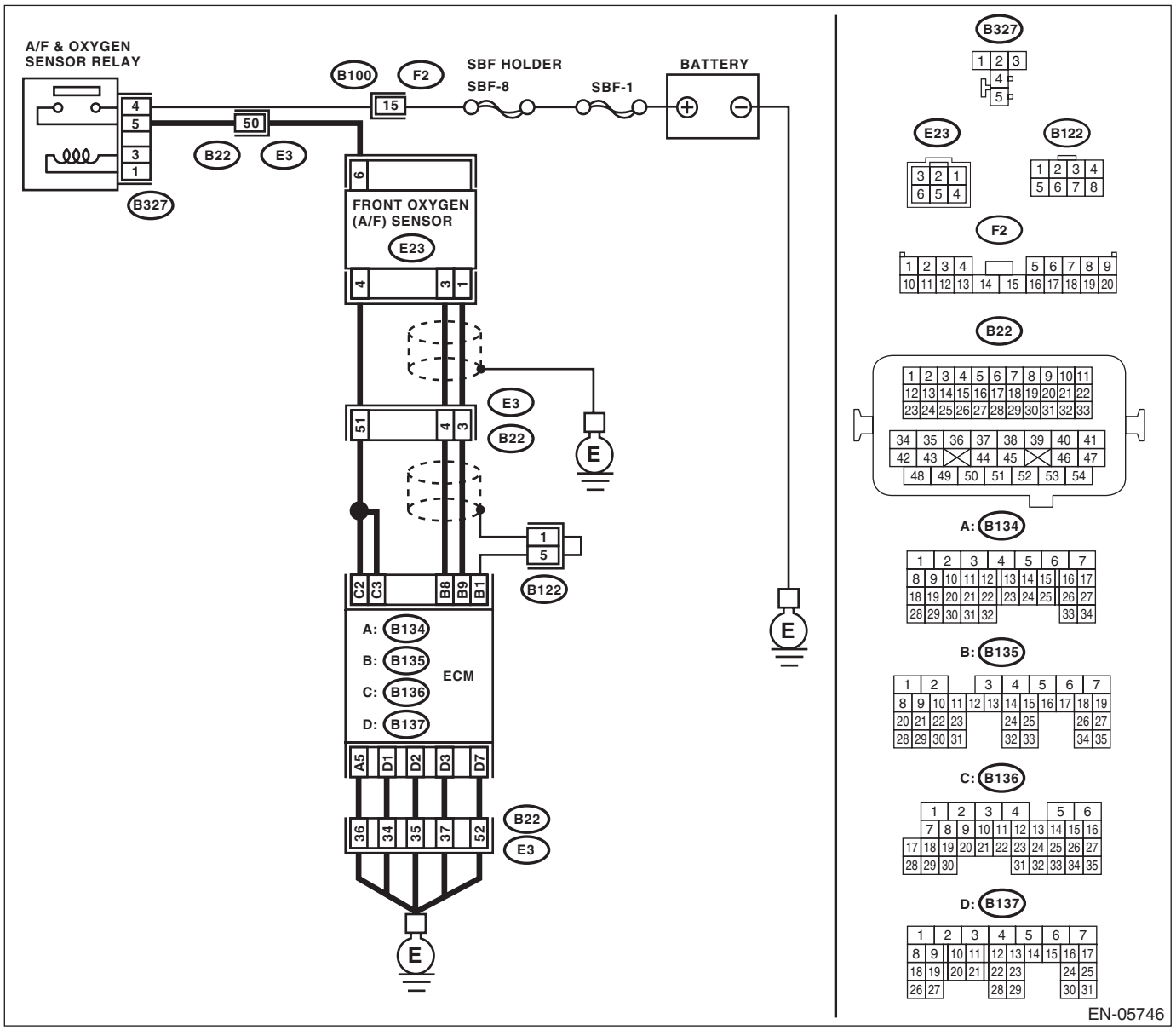
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-12, DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-13, DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK POWER SUPPLY TO FRONT OXYGEN (A/F) SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from front oxygen (A/F) sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between front oxygen (A/F) sensor connector and engine ground. ***Connector & terminal*** ***(E23) No. 6 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Go to step **2**.	Repair the power supply line or replace the main relay. NOTE: In this case, repair the following item: • Open circuit in harness between A/F and oxygen sensor relay and front oxygen (A/F) sensor connector • Poor contact in A/F and oxygen sensor relay connector • Poor contact in coupling connector
2	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM and front oxygen (A/F) sensor connector. ***Connector & terminal*** ***(B136) No. 2 — (E23) No. 4:*** ***(B136) No. 3 — (E23) No. 4:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness between ECM and front oxygen (A/F) sensor.
3	**CHECK GROUND CIRCUIT FOR ECM.** Measure the resistance of harness between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 5 — Chassis ground:*** ***(B137) No. 1 — Chassis ground:*** ***(B137) No. 2 — Chassis ground:*** ***(B137) No. 3 — Chassis ground:*** ***(B137) No. 7 — Chassis ground:***	Is the resistance less than 5 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact in coupling connector
4	**CHECK FRONT OXYGEN (A/F) SENSOR.** Measure the resistance between front oxygen (A/F) sensor connector terminals. ***Terminals*** ***No. 6 — No. 4:***	Is the resistance between 2 — 3 Ω?	Repair the poor contact of the ECM connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-37, Front Oxygen (A/F) Sensor.>

E: DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1)

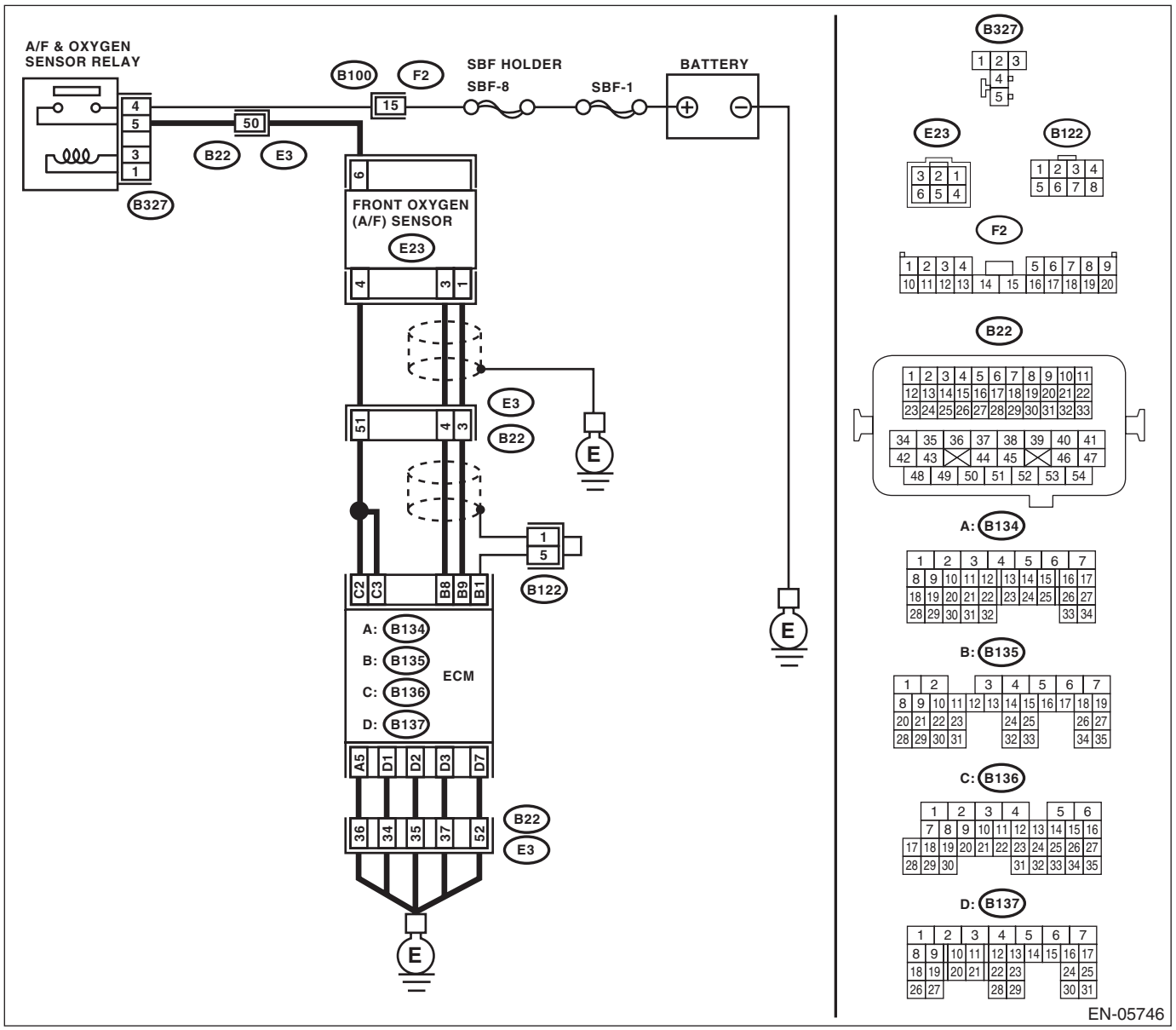
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-14, DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-15, DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR.** 1) Turn the ignition switch to OFF. 2) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 2 (+) — Chassis ground (–):*** ***(B136) No. 3 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between the ECM and front oxygen (A/F) sensor connector.	Go to step **2**.
2	**CHECK GROUND CIRCUIT FOR ECM.** 1) Disconnect the connectors from ECM. 2) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 5 — Chassis ground:*** ***(B137) No. 1 — Chassis ground:*** ***(B137) No. 2 — Chassis ground:*** ***(B137) No. 3 — Chassis ground:*** ***(B137) No. 7 — Chassis ground:***	Is the resistance less than 5 Ω?	Repair the poor contact of the ECM connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact of coupling connector

F: DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2)

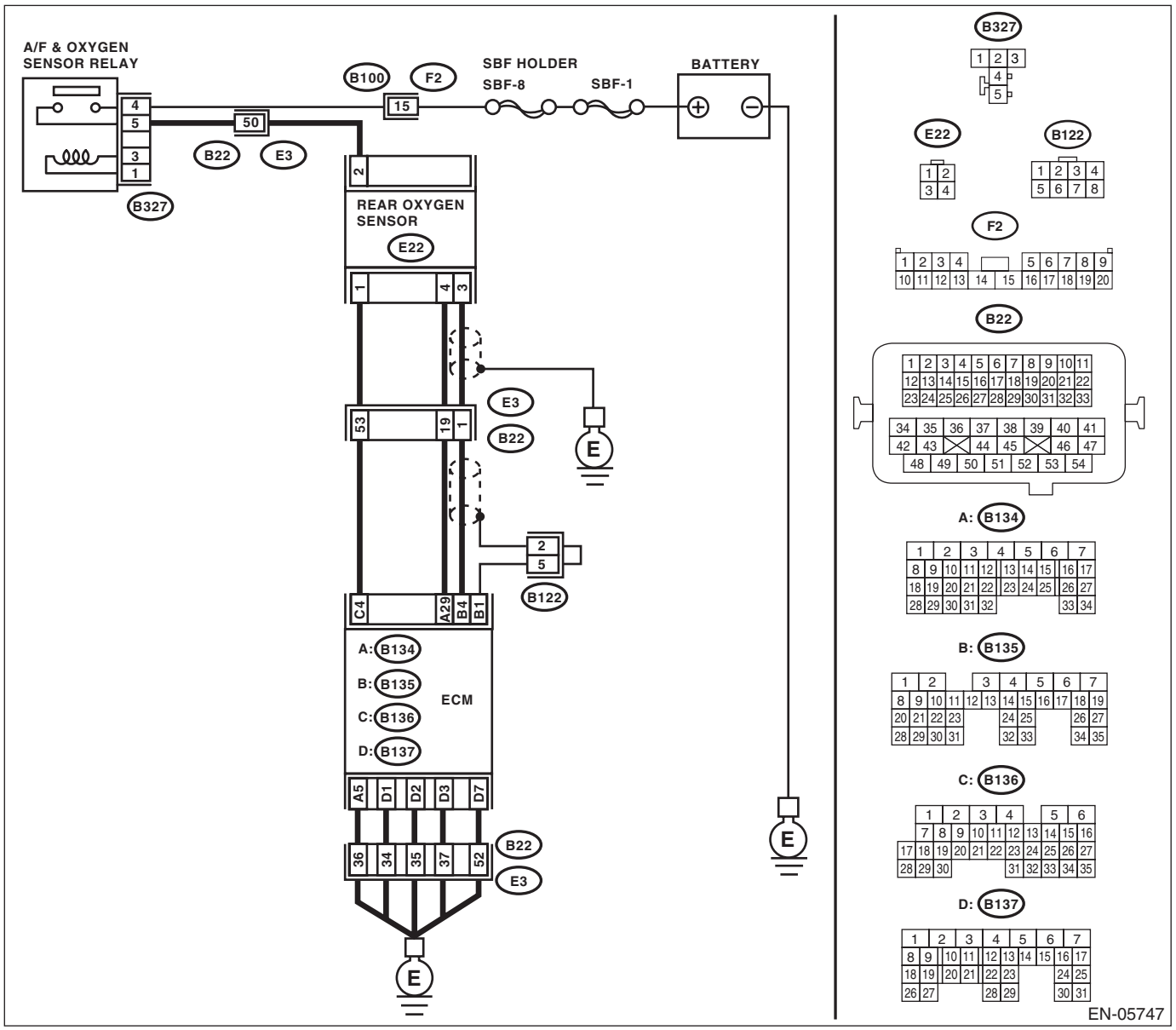
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-16, DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-17, DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK POWER SUPPLY TO REAR OXYGEN SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and engine ground. ***Connector & terminal*** ***(E22) No. 2 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Go to step **2**.	Repair the power supply line or replace the main relay. NOTE: In this case, repair the following item: • Open circuit in harness between A/F and oxygen sensor relay and rear oxygen sensor • Poor contact in A/F and oxygen sensor relay connector • Poor contact in coupling connector
2	**CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM and rear oxygen sensor connector. ***Connector & terminal*** ***(B136) No. 4 — (E22) No. 1:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of the harness between ECM and rear oxygen sensor.
3	**CHECK GROUND CIRCUIT FOR ECM.** Measure the resistance of harness between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 5 — Chassis ground:*** ***(B137) No. 1 — Chassis ground:*** ***(B137) No. 2 — Chassis ground:*** ***(B137) No. 3 — Chassis ground:*** ***(B137) No. 7 — Chassis ground:***	Is the resistance less than 5 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact of coupling connector
4	**CHECK REAR OXYGEN SENSOR.** Measure the resistance between the rear oxygen sensor connector terminals. ***Terminals*** ***No. 2 — No. 1:***	Is the resistance between 5 — 7 Ω?	Repair the poor contact of the ECM connector.	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-39, Rear Oxygen Sensor.>

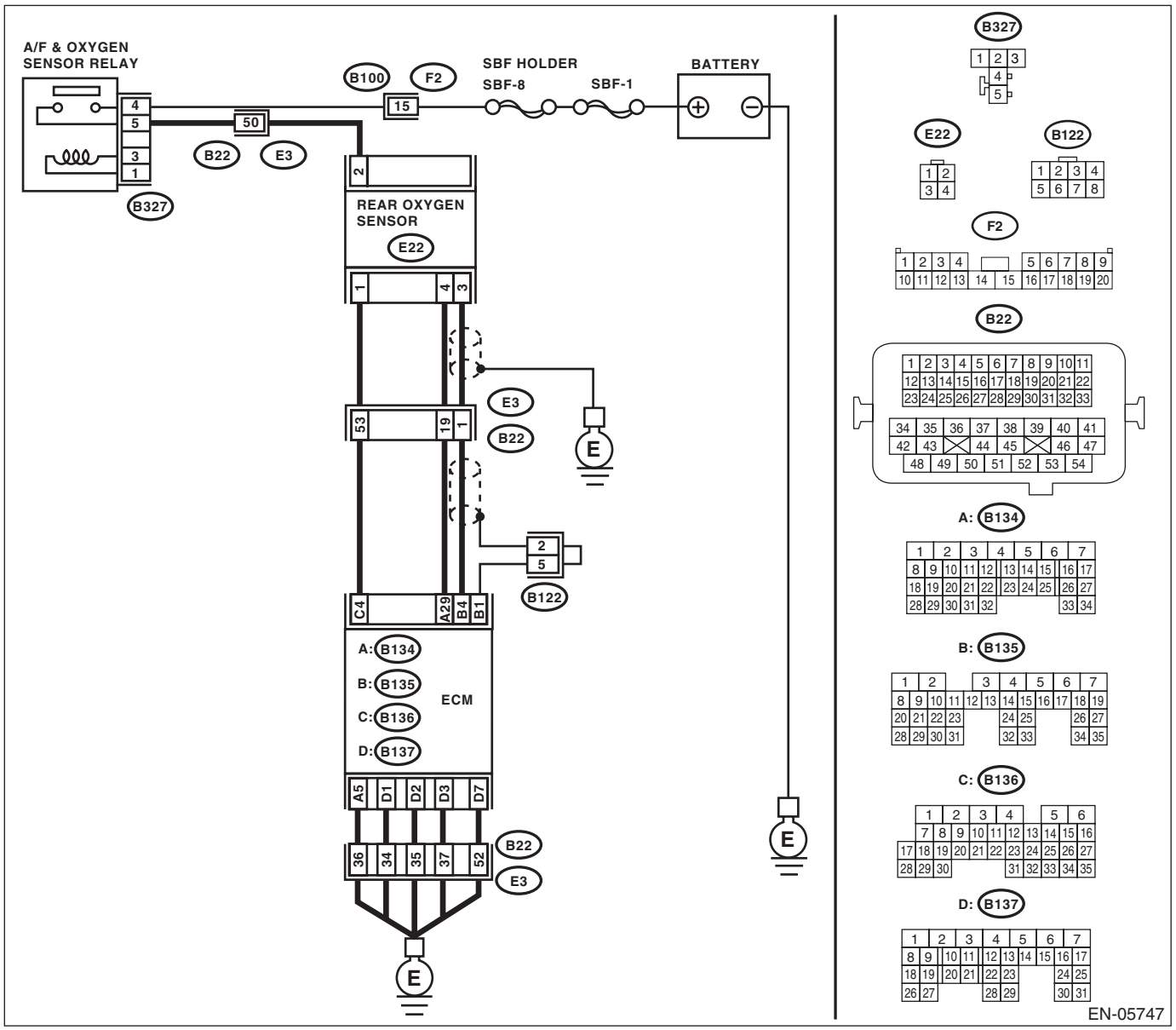
G: DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-18, DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-19, DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



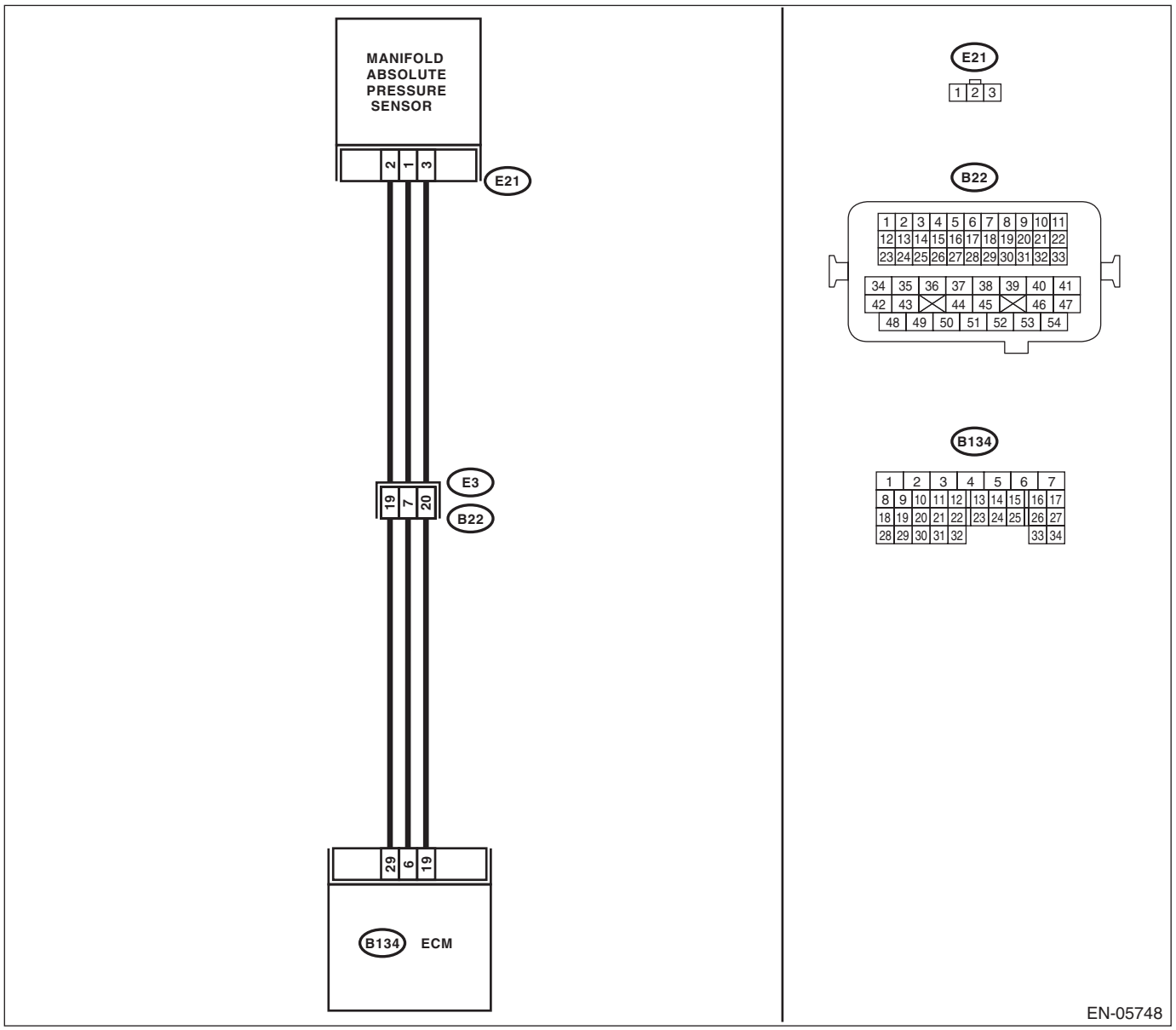
	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR.** 1) Turn the ignition switch to OFF. 2) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 4 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and rear oxygen sensor connector.	Go to step **2**.
2	**CHECK GROUND CIRCUIT FOR ECM.** 1) Disconnect the connectors from ECM. 2) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 5 — Chassis ground:*** ***(B137) No. 1 — Chassis ground:*** ***(B137) No. 2 — Chassis ground:*** ***(B137) No. 3 — Chassis ground:*** ***(B137) No. 7 — Chassis ground:***	Is the resistance less than 5 Ω?	Repair the poor contact of the ECM connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact of coupling connector

H: DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-20, DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-21, DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK AIR INTAKE SYSTEM.**	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair the air intake system.	Go to step **2**.
2	**CHECK MANIFOLD ABSOLUTE PRESSURE SENSOR.** 1) Start the engine and warm-up engine until coolant temperature is higher than 75°C (167°F). 2) For AT models, set the select lever to the "P" or "N" range, and for MT models, place the shift lever in the neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Read the data of intake manifold pressure sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value 73.3 — 106.6 kPa (550 — 800 mmHg, 21.65 — 31.50 inHg) when the ignition is turned ON, and 20.0 — 46.7 kPa (150 — 350 mmHg, 5.91 — 13.78 inHg) during idling?	Go to step **3**.	Replace the manifold absolute pressure sensor. <Ref. to FU(H4SO)-28, Manifold Absolute Pressure Sensor.>
3	**CHECK THROTTLE OPENING ANGLE.** Read the data of throttle position signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value less than 5% when throttle is fully closed?	Go to step **4**.	Replace the electronic throttle control. <Ref. to FU(H4SO)-12, Throttle Body.>
4	**CHECK THROTTLE OPENING ANGLE.**	Is the measured value more than 85% when throttle is fully open?	Replace the manifold absolute pressure sensor. <Ref. to FU(H4SO)-28, Manifold Absolute Pressure Sensor.>	Replace the electronic throttle control. <Ref. to FU(H4SO)-12, Throttle Body.>

I: DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-22, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-24, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

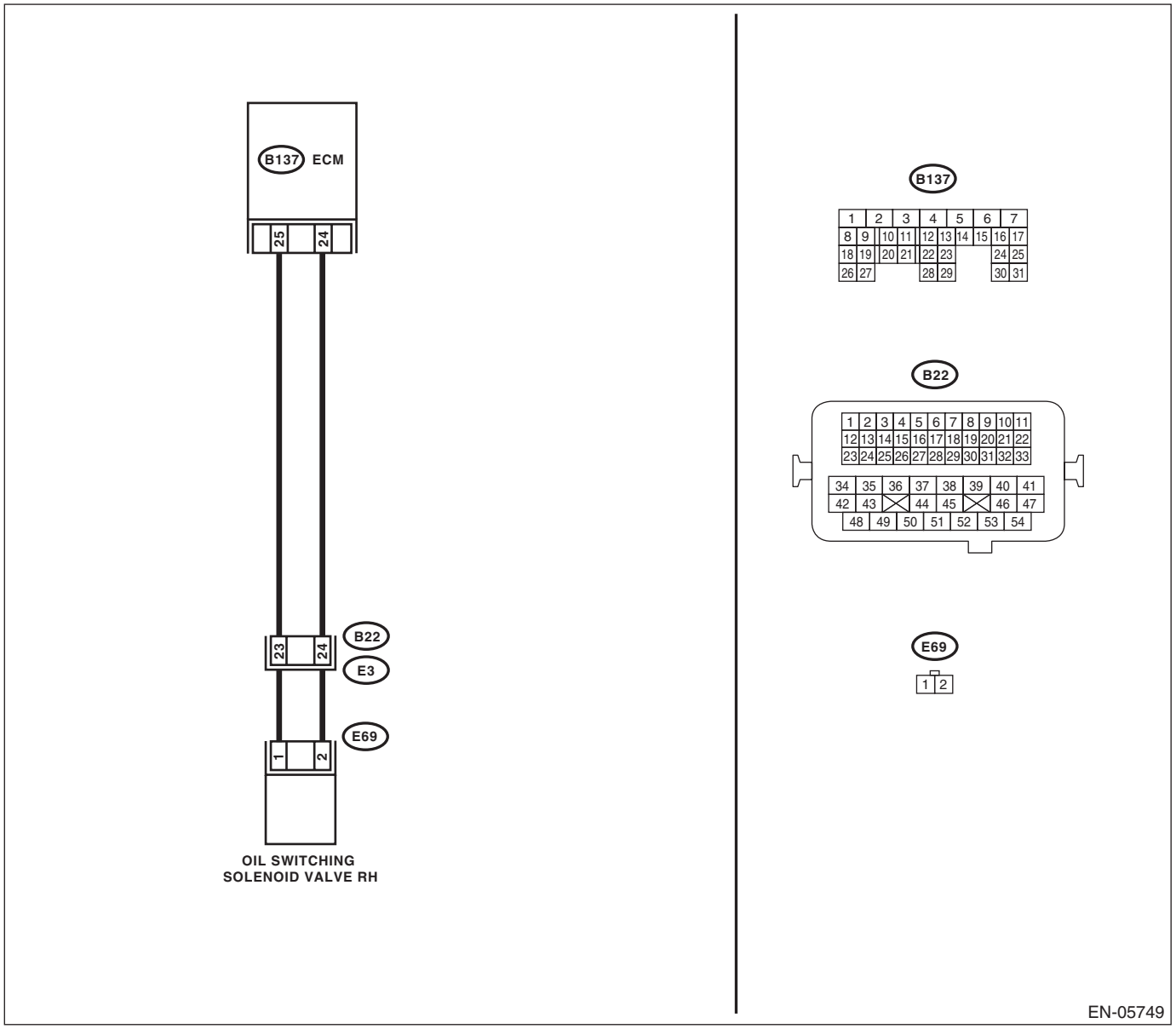
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil switching solenoid valve. 3) Measure the resistance of harness between ECM and oil switching solenoid valve. ***Connector & terminal*** ***(B137) No. 25 — (E69) No. 1:*** ***(B137) No. 24 — (E69) No. 2:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and oil switching solenoid valve connector • Poor contact in coupling connector
2	**CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE.** Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 25 — Chassis ground:*** ***(B137) No. 24 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and oil switching solenoid valve connector.
3	**CHECK OIL SWITCHING SOLENOID VALVE.** Measure the resistance between oil switching solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 6 — 12 Ω?	Repair the poor contact of ECM and oil switching solenoid valve connector.	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-94, Oil Switching Solenoid Valve.>

J: DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-23, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-25, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

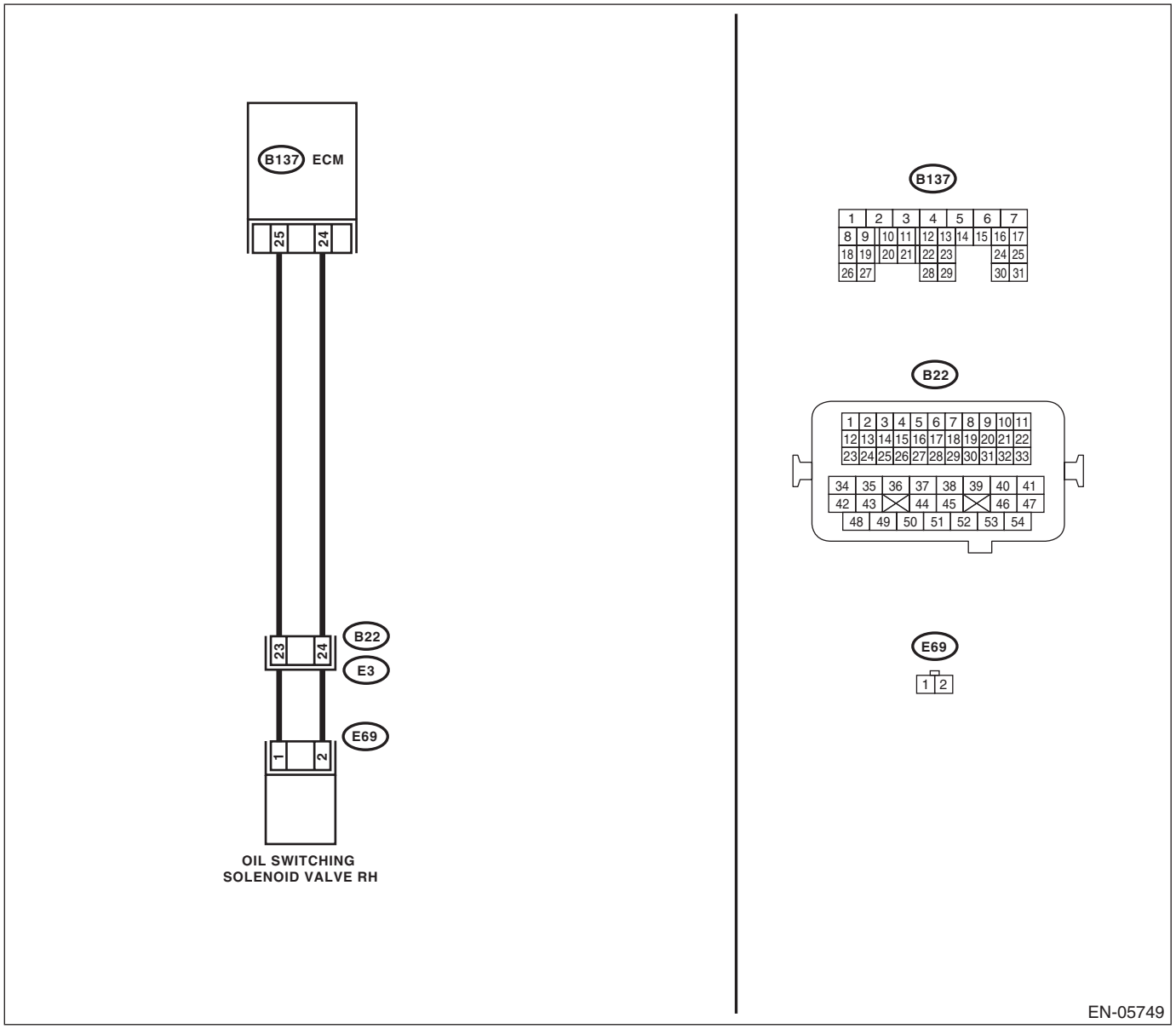
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil switching solenoid valve. 3) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 25 (+) — Chassis ground (–):*** ***(B137) No. 24 (+) — Chassis ground (–):***	Is the voltage less than 1 V?	Go to step **2**.	Repair the short circuit to power in the harness between ECM and oil switching solenoid valve connector.
2	**CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE.** Measure the resistance of harness between ECM and oil switching solenoid valve connector. ***Connector & terminal*** ***(B137) No. 25 — (E69) No. 1:*** ***(B137) No. 24 — (E69) No. 2:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and oil switching solenoid valve connector • Poor contact of coupling connector
3	**CHECK OIL SWITCHING SOLENOID VALVE.** Measure the resistance between oil switching solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 6 — 12 Ω?	Repair the poor contact of ECM and oil switching solenoid valve connector.	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-94, Oil Switching Solenoid Valve.>

K: DTC P0082 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-22, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-24, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

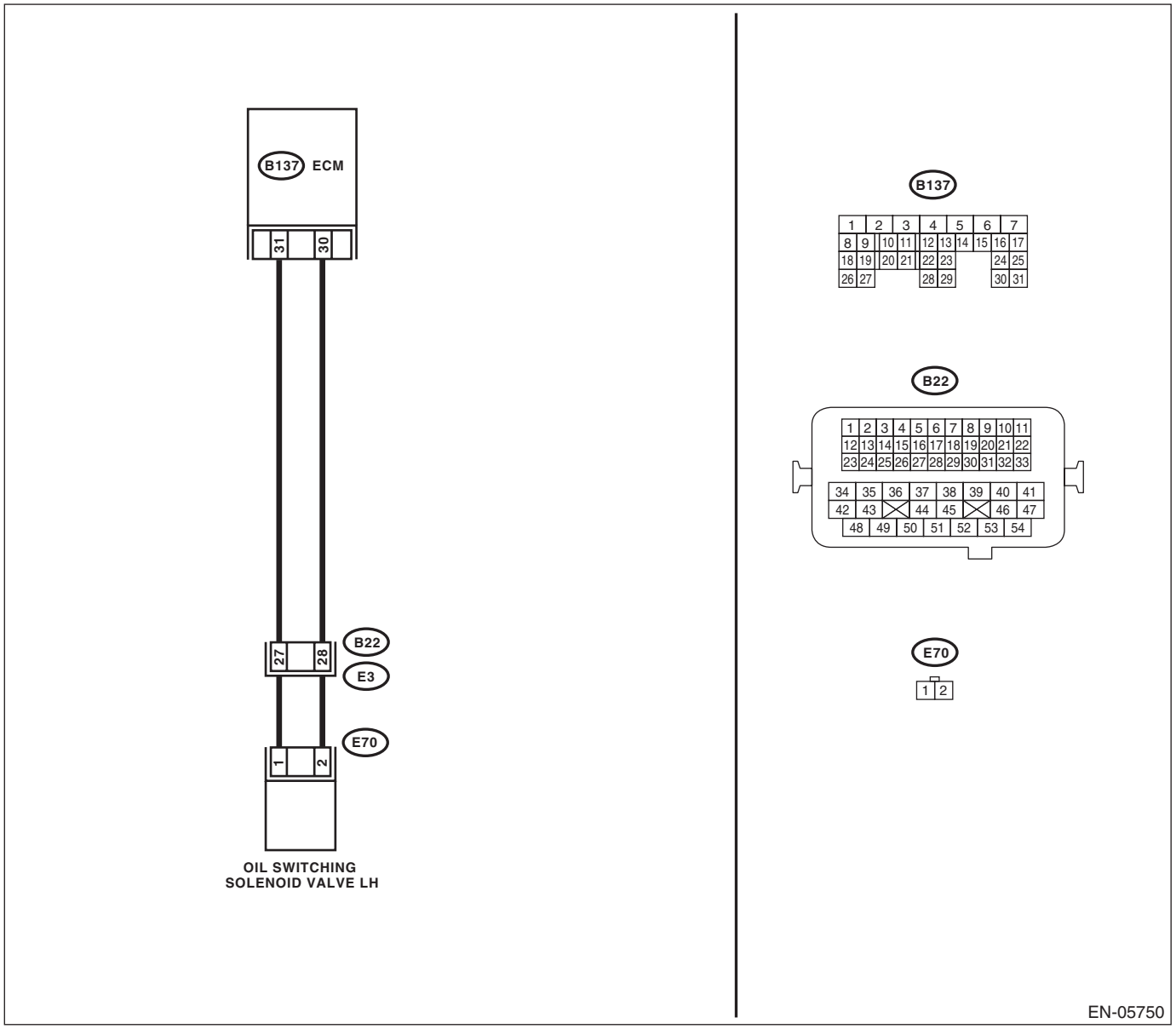
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil switching solenoid valve. 3) Measure the resistance between ECM and oil switching solenoid valve. ***Connector & terminal*** ***(B137) No. 31 — (E70) No. 1:*** ***(B137) No. 30 — (E70) No. 2:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and oil switching solenoid valve connector • Poor contact in coupling connector
2	**CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE.** Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 31 — Chassis ground:*** ***(B137) No. 30 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and oil switching solenoid valve connector.
3	**CHECK OIL SWITCHING SOLENOID VALVE.** Measure the resistance between oil switching solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 6 — 12 Ω?	Repair the poor contact of ECM and oil switching solenoid valve connector.	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-94, Oil Switching Solenoid Valve.>

L: DTC P0083 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-23, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-25, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

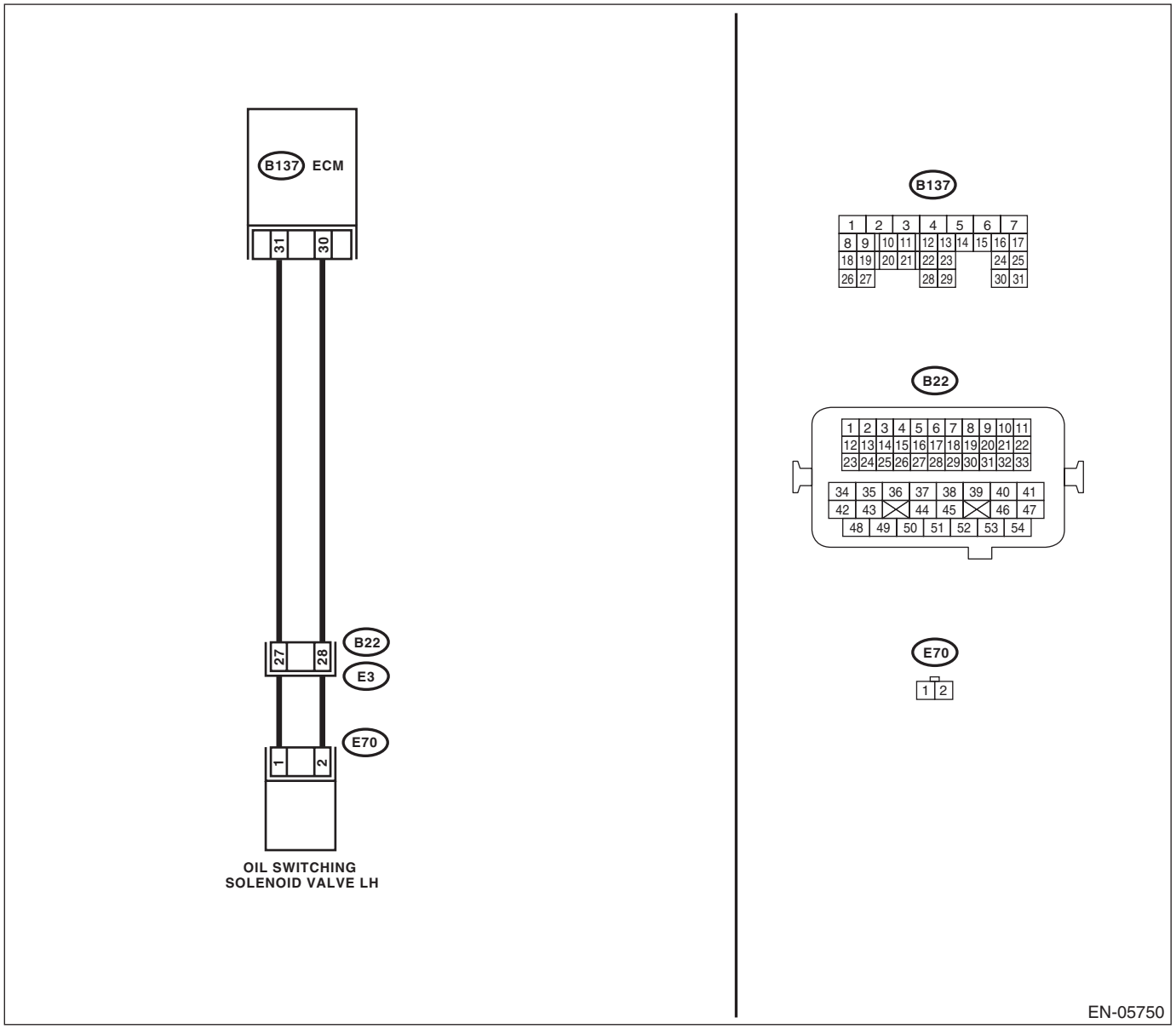
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil switching solenoid valve. 3) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 31 (+) — Chassis ground (–):*** ***(B137) No. 30 (+) — Chassis ground (–):***	Is the voltage less than 1 V?	Go to step **2**.	Repair the short circuit to power in the harness between ECM and oil switching solenoid valve connector.
2	**CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE.** Measure the resistance between the ECM and oil switching solenoid valve connector. ***Connector & terminal*** ***(B137) No. 31 — (E70) No. 1:*** ***(B137) No. 30 — (E70) No. 2:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and oil switching solenoid valve connector • Poor contact of coupling connector
3	**CHECK OIL SWITCHING SOLENOID VALVE.** Measure the resistance between oil switching solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 6 — 12 Ω?	Repair the poor contact of ECM and oil switching solenoid valve connector.	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-94, Oil Switching Solenoid Valve.>

M: DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/ PERFORMANCE

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-25, DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-27, DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

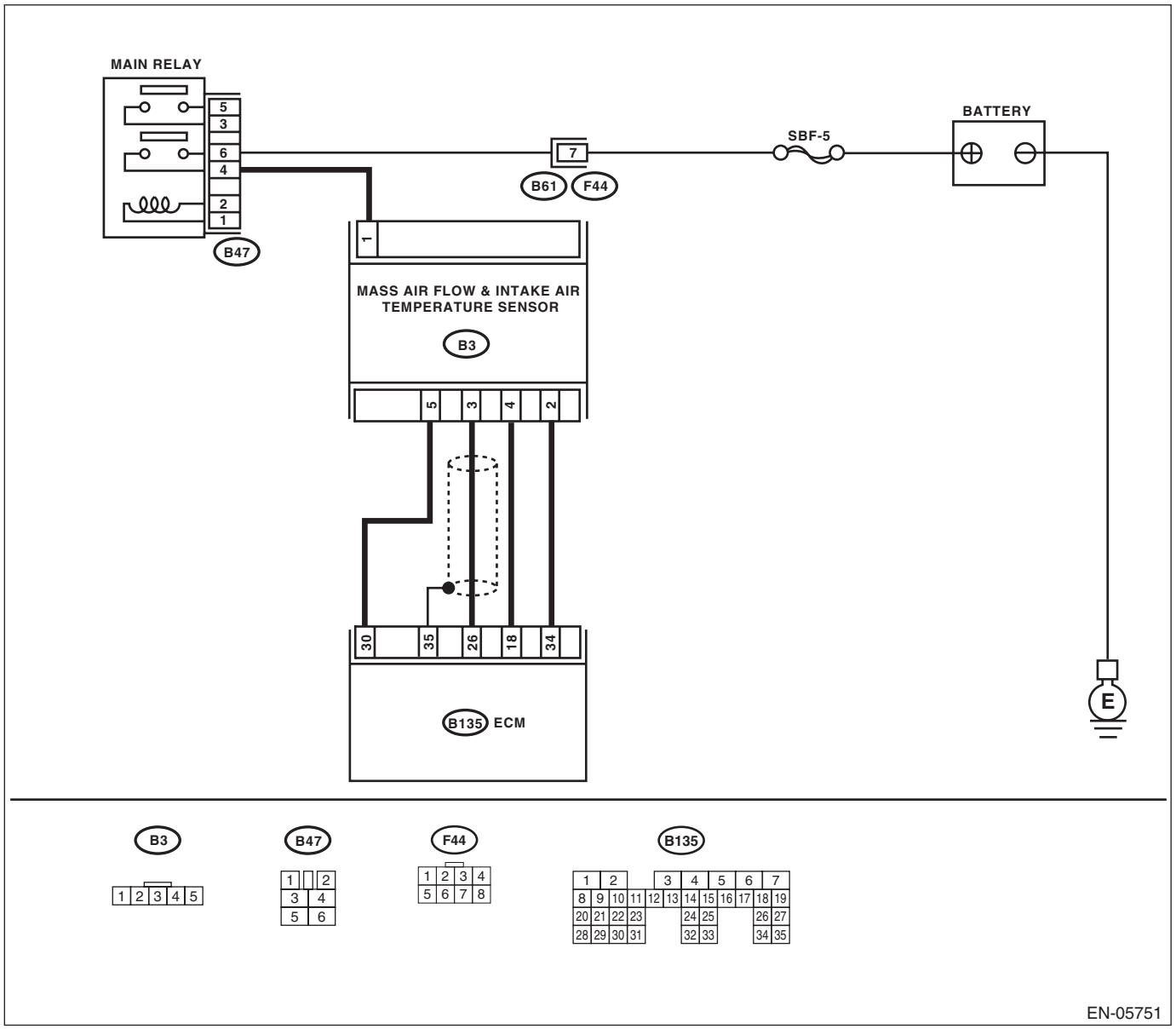
TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK FOR ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check the appropriate DTC using the “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>

N: DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-28, DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-30, DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

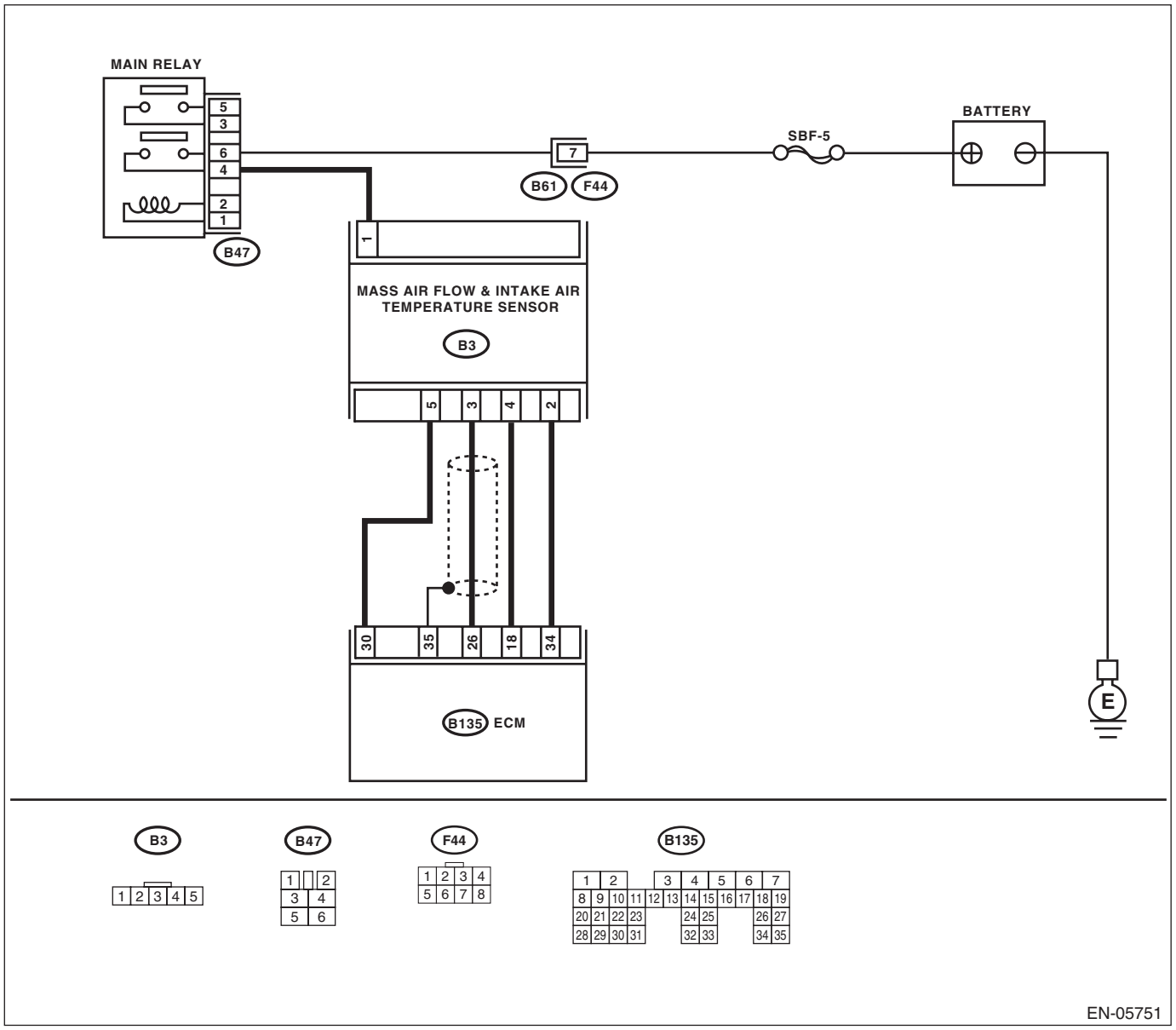
TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine. 2) Read the data of air flow sensor signal using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage less than 0.2 V?	Go to step **2**.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	**CHECK POWER SUPPLY OF MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the mass air flow and intake air temperature sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between mass air flow and intake air temperature sensor connector and engine ground. ***Connector & terminal*** ***(B3) No. 1 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Go to step **3**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the main relay and the mass air flow and intake air temperature sensor connector. • Poor contact of main relay connector
3	**CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance of harness between ECM and the mass air flow and intake air temperature sensor connectors. ***Connector & terminal*** ***(B135) No. 26 — (B3) No. 3:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the open circuit of harness between the ECM and the mass air flow and intake air temperature sensor connectors.
4	**CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS.** Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 26 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **5**.	Repair the short circuit to ground of harness between the ECM and the mass air flow and intake air temperature sensor connectors.
5	**CHECK POOR CONTACT.** Check for any poor contact in the ECM or the mass air flow and intake air temperature sensor connectors.	Is there poor contact in the ECM or the mass air flow and intake air temperature sensor connectors?	Repair the poor contact in the ECM or the mass air flow and intake air temperature sensor connectors.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>

O: DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-30, DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-32, DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

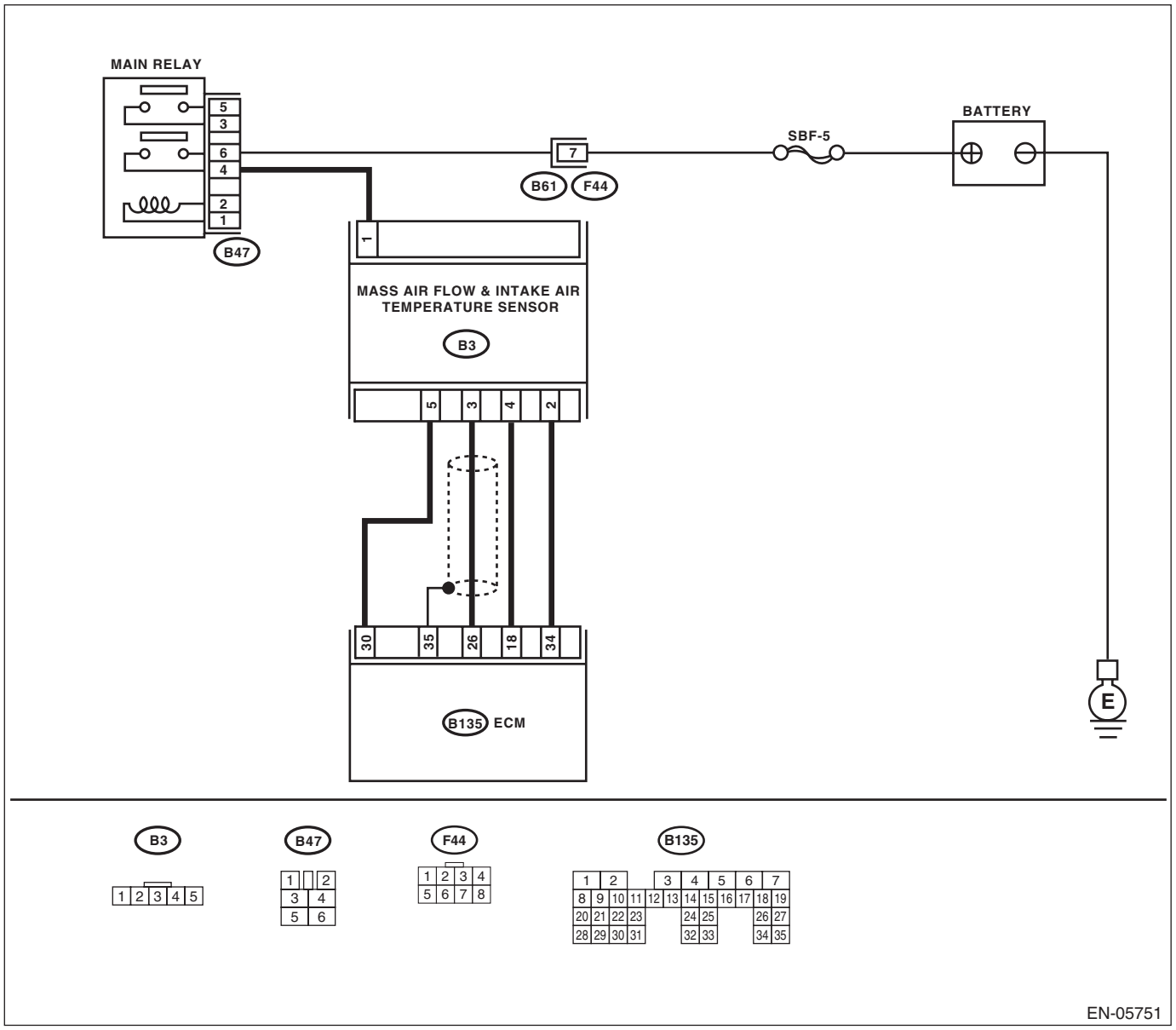
TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



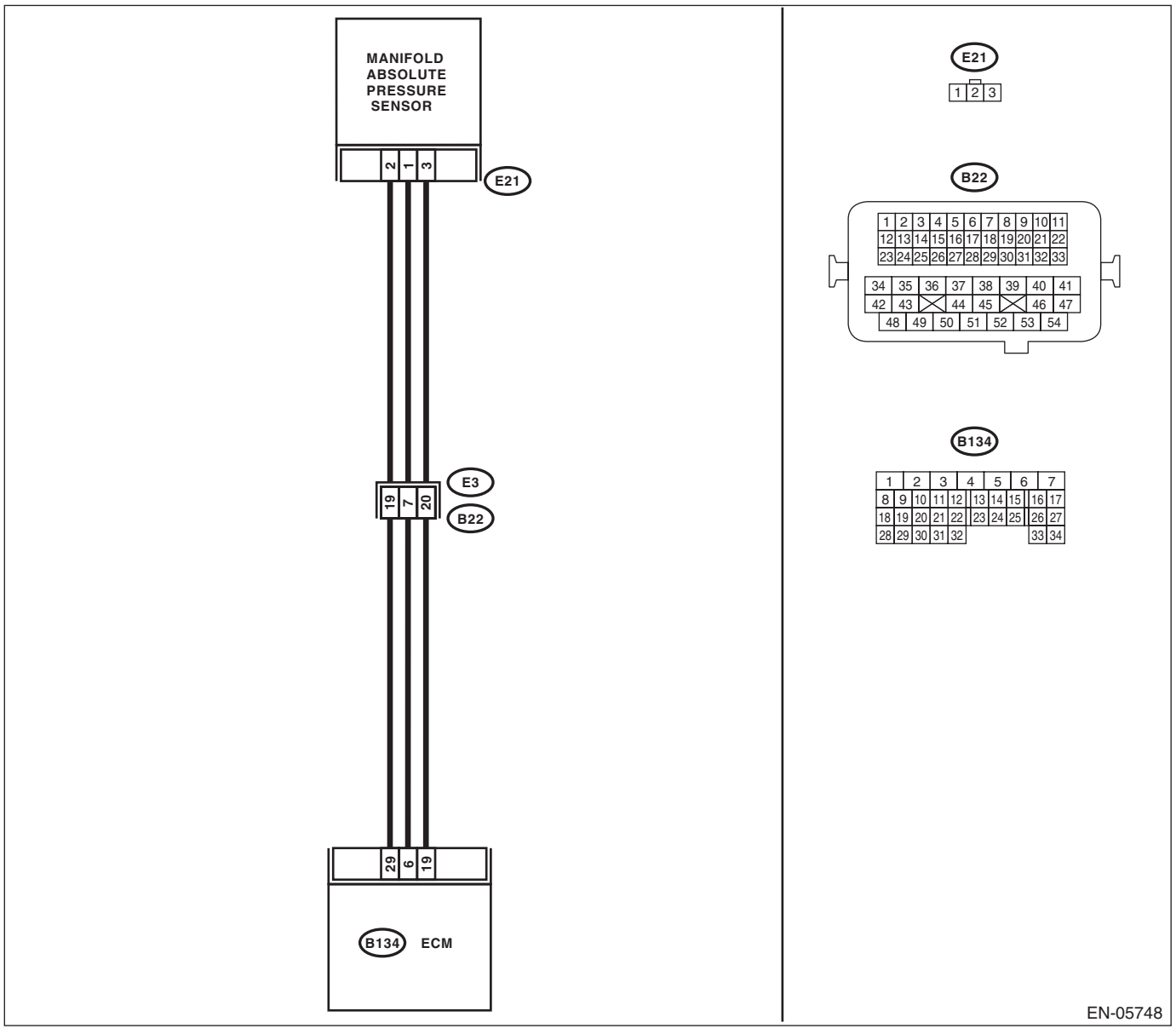
	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine. 2) Read the data of air flow sensor signal using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 5 V or more?	Go to step **2**.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	**CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the mass air flow and intake air temperature sensor. 3) Start the engine. 4) Read the data of air flow sensor signal using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and the mass air flow and intake air temperature sensor connector.	Go to step **3**.
3	**CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS.** 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness between the mass air flow and intake air temperature sensor connector and engine ground. ***Connector & terminal*** ***(B3) No. 2 — Engine ground:***	Is the resistance less than 5 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and the mass air flow and intake air temperature sensor connector • Poor contact in ECM connector
4	**CHECK POOR CONTACT.** Check for any poor contact in the mass air flow and intake air temperature sensor connector.	Is there poor contact in the mass air flow and intake air temperature sensor connector?	Repair any poor contact of the mass air flow and intake air temperature sensor connector.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>

P: DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-32, DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-34, DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



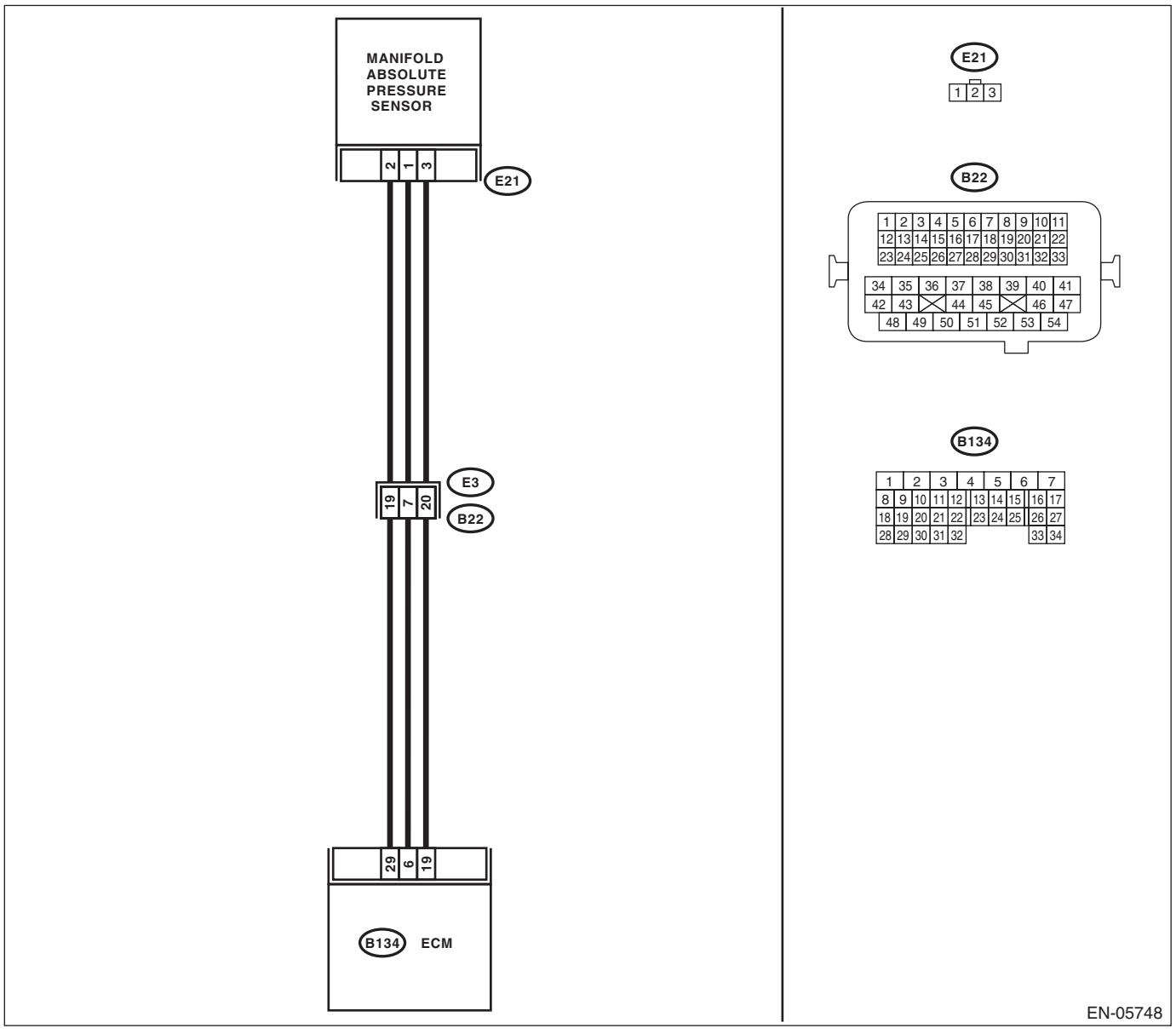
	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine. 2) Read the data of intake manifold absolute pressure signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value less than 13.3 kPa (100 mmHg, 3.94 inHg) ?	Go to step **2**.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	**CHECK POWER SUPPLY OF THE MANIFOLD ABSOLUTE PRESSURE SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from manifold absolute pressure sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between manifold absolute pressure sensor connector and engine ground. ***Connector & terminal*** ***(E21) No. 3 (+) — Engine ground (–):***	Is the voltage 4.5 V or more?	Go to step **3**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and manifold absolute pressure sensor connector. • Poor contact in ECM connector • Poor contact of coupling connector
3	**CHECK HARNESS BETWEEN ECM AND MANIFOLD ABSOLUTE PRESSURE SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance of harness between ECM and manifold absolute pressure sensor connector. ***Connector & terminal*** ***(B134) No. 6 — (E21) No. 1:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and manifold absolute pressure sensor connector. • Poor contact of coupling connector
4	**CHECK HARNESS BETWEEN ECM AND MANIFOLD ABSOLUTE PRESSURE SENSOR CONNECTOR.** Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 6 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **5**.	Repair ground short circuit of harness between ECM and manifold absolute pressure sensor connector.
5	**CHECK POOR CONTACT.** Check for poor contact between the ECM and manifold pressure sensor connector.	Is there poor contact in the ECM or manifold absolute pressure sensor connector?	Repair the poor contact in the ECM or manifold absolute pressure sensor connector.	Replace the manifold absolute pressure sensor. <Ref. to FU(H4SO)-28, Manifold Absolute Pressure Sensor.>

Q: DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-34, DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-36, DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine. 2) Read the data of intake manifold absolute pressure signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value 119.5 kPa (896.5 mmHg, 35.29 inHg) or more?	Go to step **2**.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	**CHECK HARNESS BETWEEN ECM AND MANIFOLD ABSOLUTE PRESSURE SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from manifold absolute pressure sensor. 3) Start the engine. 4) Read the data of intake manifold absolute pressure signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value 119.5 kPa (896.5 mmHg, 35.29 inHg) or more?	Repair the short circuit to power in the harness between ECM and manifold absolute pressure sensor connector.	Go to step **3**.
3	**CHECK HARNESS BETWEEN ECM AND MANIFOLD ABSOLUTE PRESSURE SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness between manifold absolute pressure sensor connector and engine ground. ***Connector & terminal*** ***(E21) No. 2 — Engine ground:***	Is the resistance less than 5 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and manifold absolute pressure sensor connector. • Poor contact in ECM connector • Poor contact of coupling connector
4	**CHECK POOR CONTACT.** Check for poor contact of the manifold absolute pressure sensor connector.	Is there poor contact in manifold absolute pressure sensor connector?	Repair the poor contact of manifold absolute pressure sensor connector.	Replace the manifold absolute pressure sensor. <Ref. to FU(H4SO)-28, Manifold Absolute Pressure Sensor.>

R: DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/ PERFORMANCE

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-36, DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-38, DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

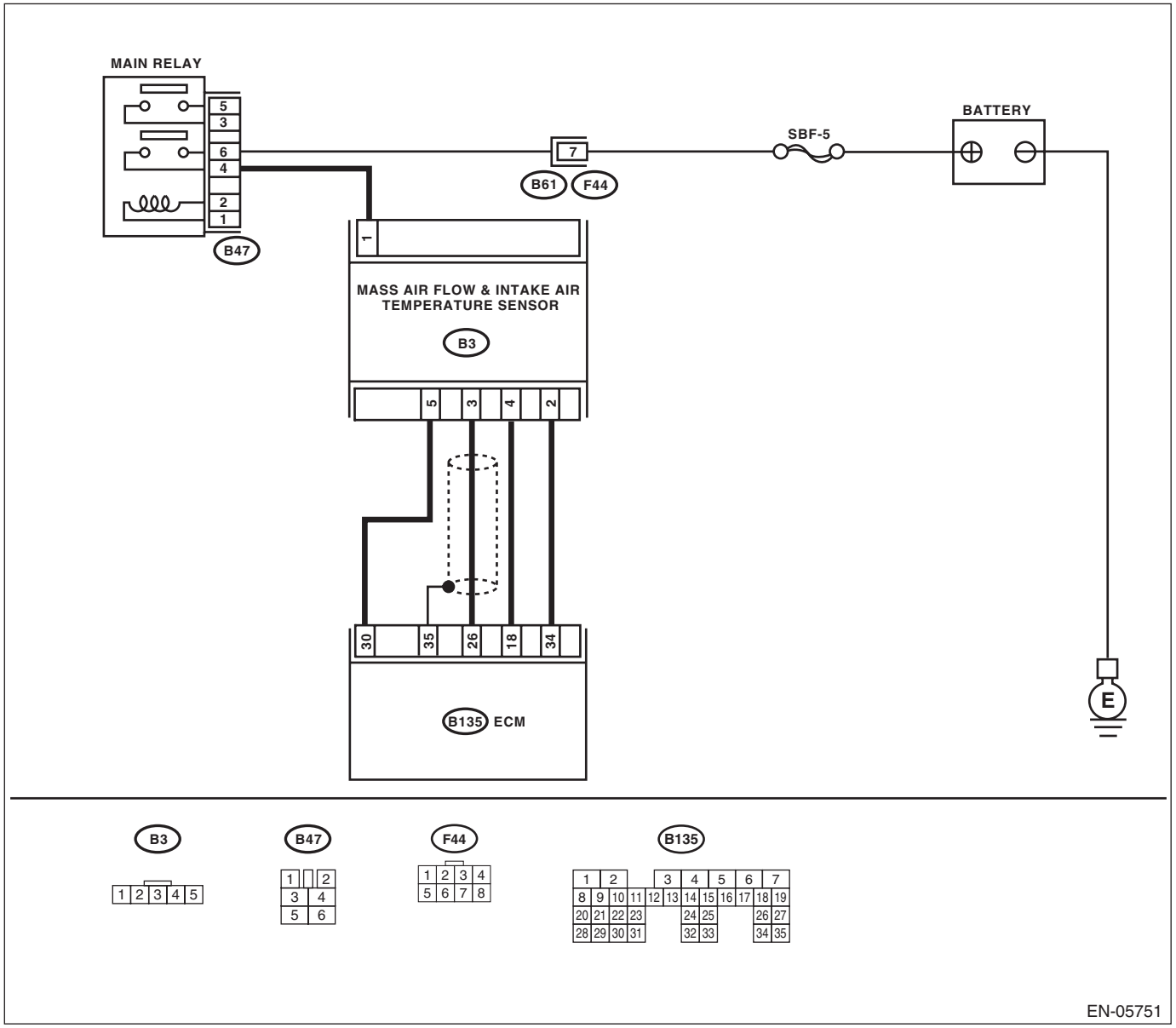
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK ENGINE COOLANT TEMPERATURE.** 1) Start the engine and warm-up completely. 2) Measure the engine coolant temperature using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the engine coolant temperature 75°C (167°F) or higher?	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>	Check DTC P0125 using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>

S: DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-38, DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-40, DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

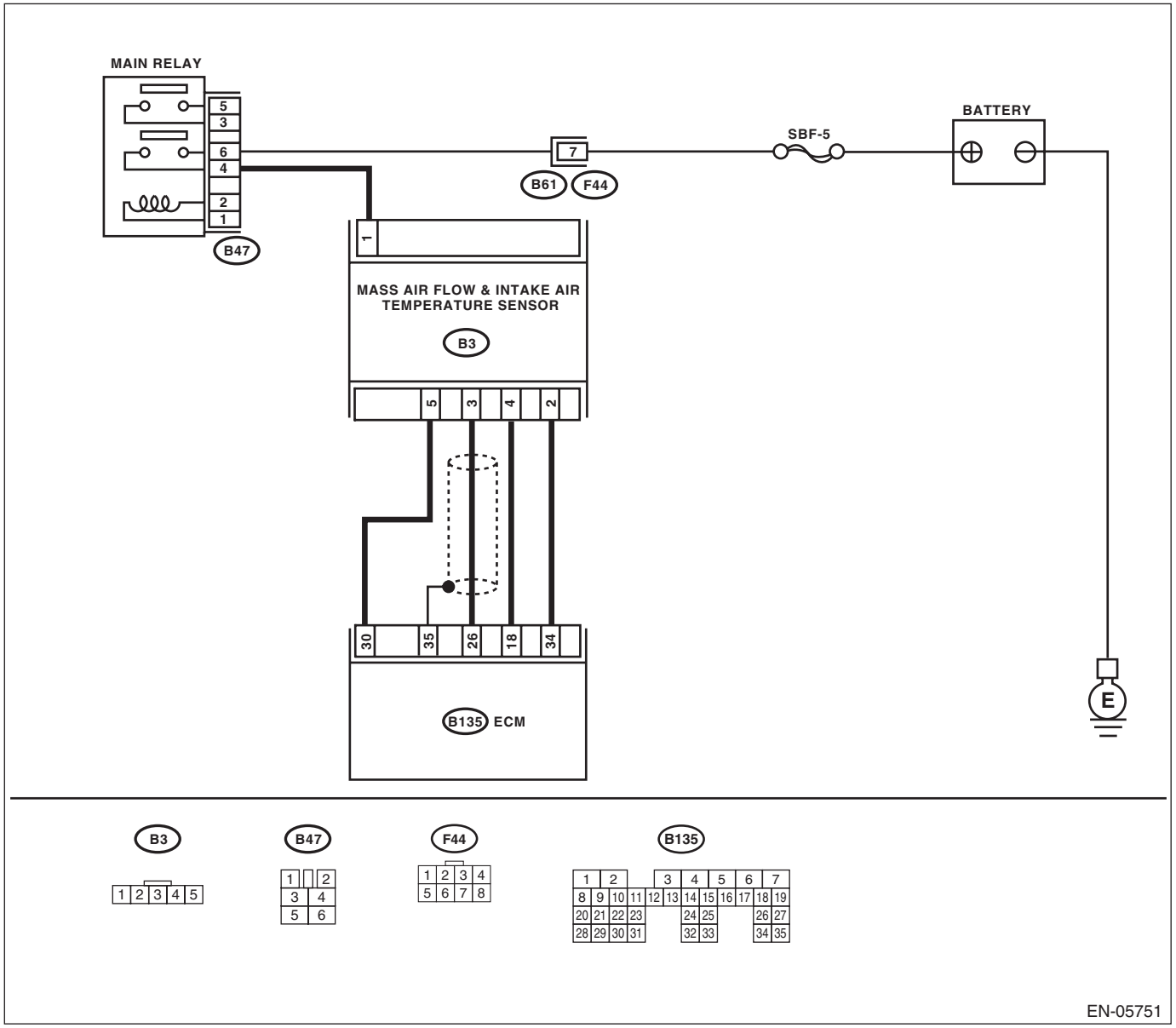
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine. 2) Read the data of intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the intake air temperature 120°C (248°F) or higher?	Go to step **2**.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	**CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and the mass air flow and intake air temperature sensor. 3) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 18 — Chassis ground:***	Is the resistance 1 MΩ or more?	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>	Repair the short circuit to ground in harness between the ECM and the mass air flow and intake air temperature sensor.

T: DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-40, DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-42, DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

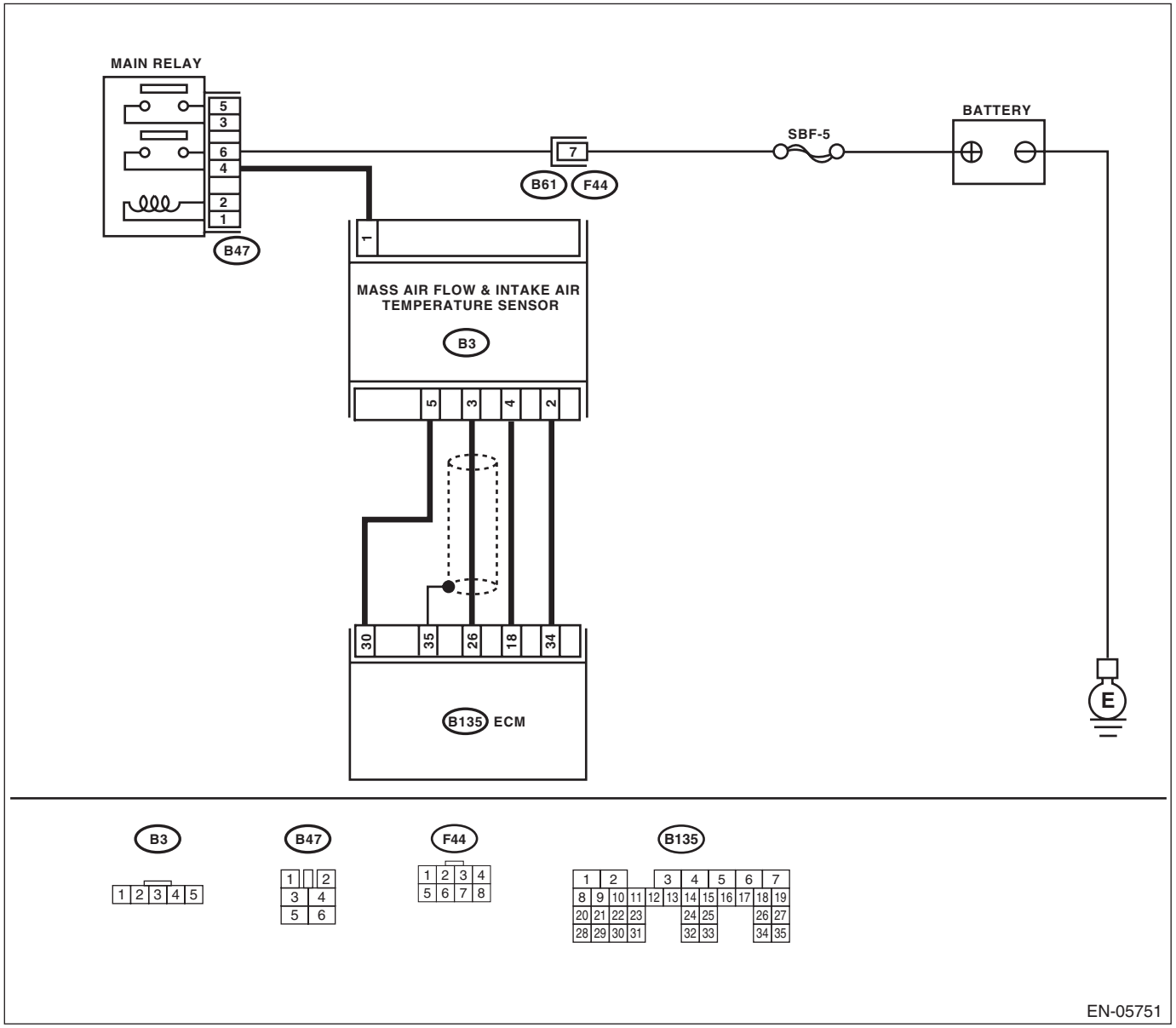
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine. 2) Read the data of intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the intake air temperature less than –40°C (–40°F) ?	Go to step **2**.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	**CHECK POOR CONTACT.** Check for poor contact in the ECM or the mass air flow and intake air temperature sensor connector.	Is there poor contact in the ECM or the mass air flow and intake air temperature sensor connectors?	Repair the poor contact in the ECM or the mass air flow and intake air temperature sensor connectors.	Go to step **3**.
3	**CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and the mass air flow and intake air temperature sensor. 3) Measure the resistance of harness between ECM and the mass air flow and intake air temperature sensor connectors. ***Connector & terminal*** ***(B135) No. 18 — (B3) No. 4:*** ***(B135) No. 30 — (B3) No. 5:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the open circuit of harness between the ECM and the mass air flow and intake air temperature sensor connectors.
4	**CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS.** 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 18 (+) — Chassis ground (–):***	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and the mass air flow and intake air temperature sensor connector.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>

U: DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-42, DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-44, DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

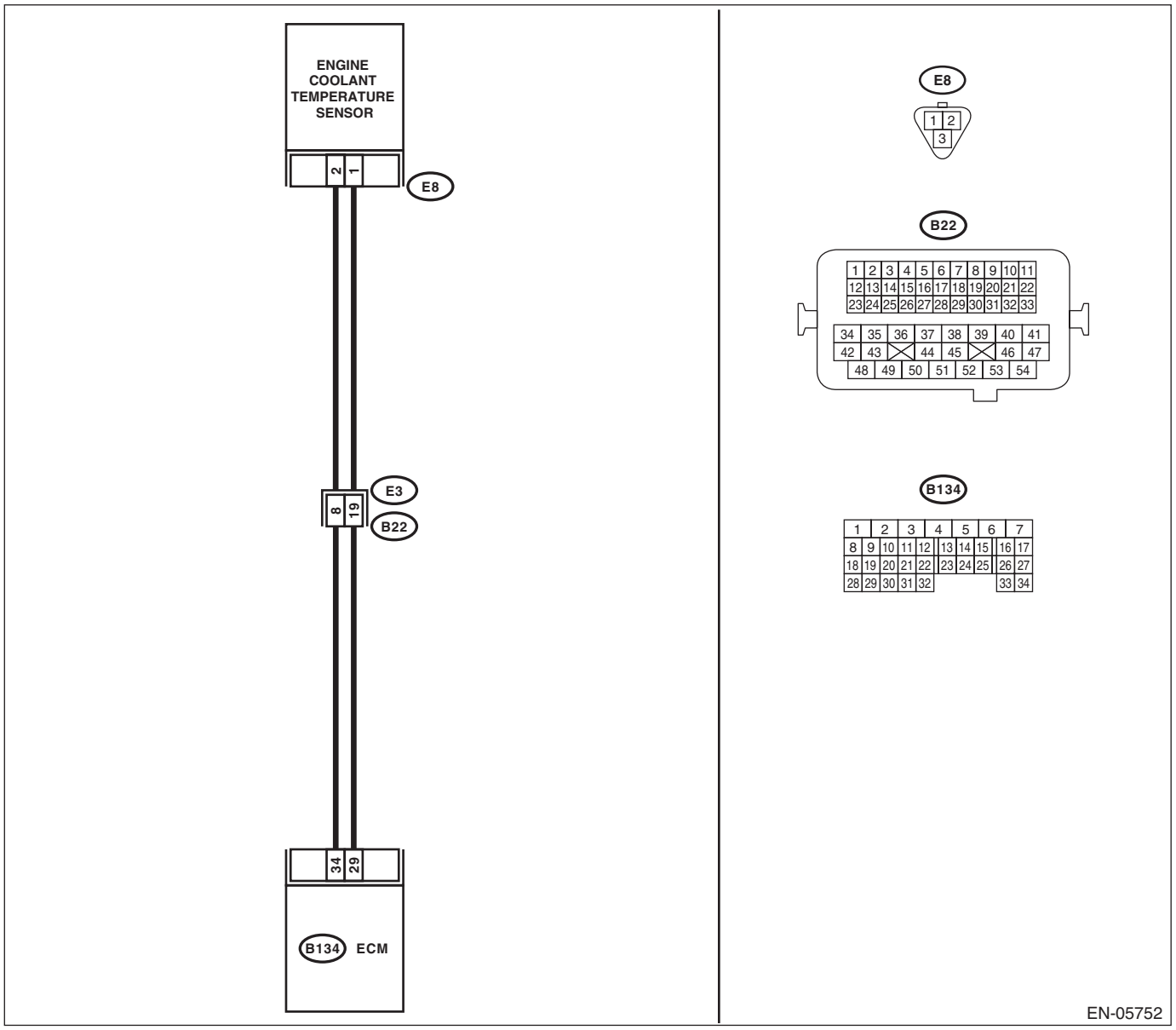
TROUBLE SYMPTOM:

- Hard to start
- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the engine coolant temperature above 150°C (302°F) ?	Go to step **2**.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	**CHECK HARNESS BETWEEN ECM AND ENGINE COOLANT TEMPERATURE SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and engine coolant temperature sensor. 3) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 34 — Chassis ground:***	Is the resistance 1 MΩ or more?	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-23, Engine Coolant Temperature Sensor.>	Repair the ground short circuit of the harness between the ECM and engine coolant temperature sensor.

V: DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-44, DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-46, DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

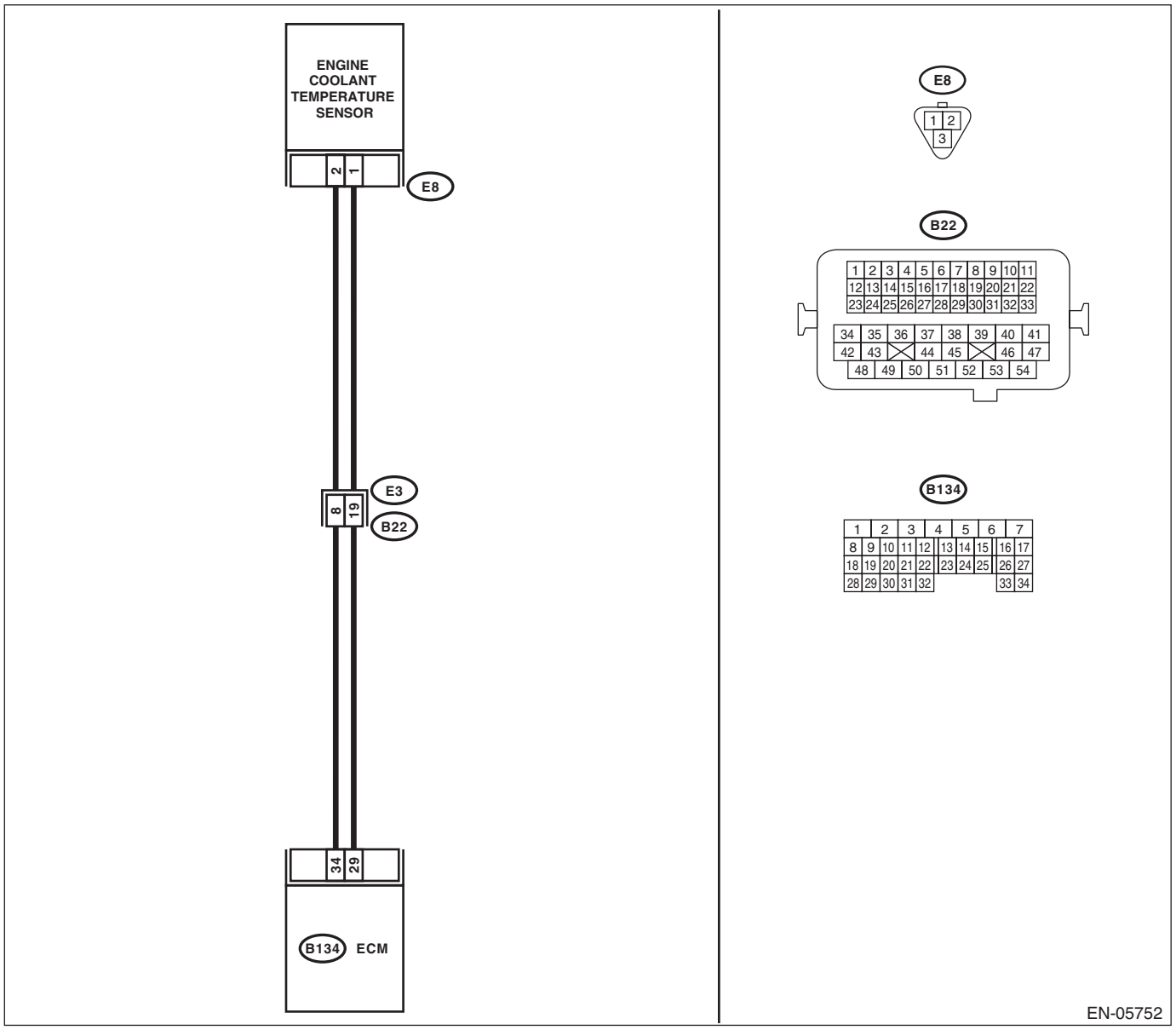
TROUBLE SYMPTOM:

- Hard to start
- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the engine coolant temperature less than –40°C (–40°F) ?	Go to step **2**.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	**CHECK POOR CONTACT.** Repair any poor contact between the ECM and engine coolant temperature sensor connectors.	Is there poor contact in the ECM or engine coolant temperature sensor connectors?	Repair any poor contact between the ECM and engine coolant temperature sensor connectors.	Go to step **3**.
3	**CHECK HARNESS BETWEEN ECM AND ENGINE COOLANT TEMPERATURE SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and engine coolant temperature sensor. 3) Measure the resistance of the harness between the ECM and engine coolant temperature sensor connector. ***Connector & terminal*** ***(B134) No. 34 — (E8) No. 2:*** ***(B134) No. 29 — (E8) No. 1:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the open circuit of the harness between the ECM and engine coolant temperature sensor connector.
4	**CHECK HARNESS BETWEEN ECM AND ENGINE COOLANT TEMPERATURE SENSOR CONNECTOR.** 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 34 (+) — Chassis ground (–):***	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and engine coolant temperature sensor connector.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-23, Engine Coolant Temperature Sensor.>

W: DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-46, DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-48, DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

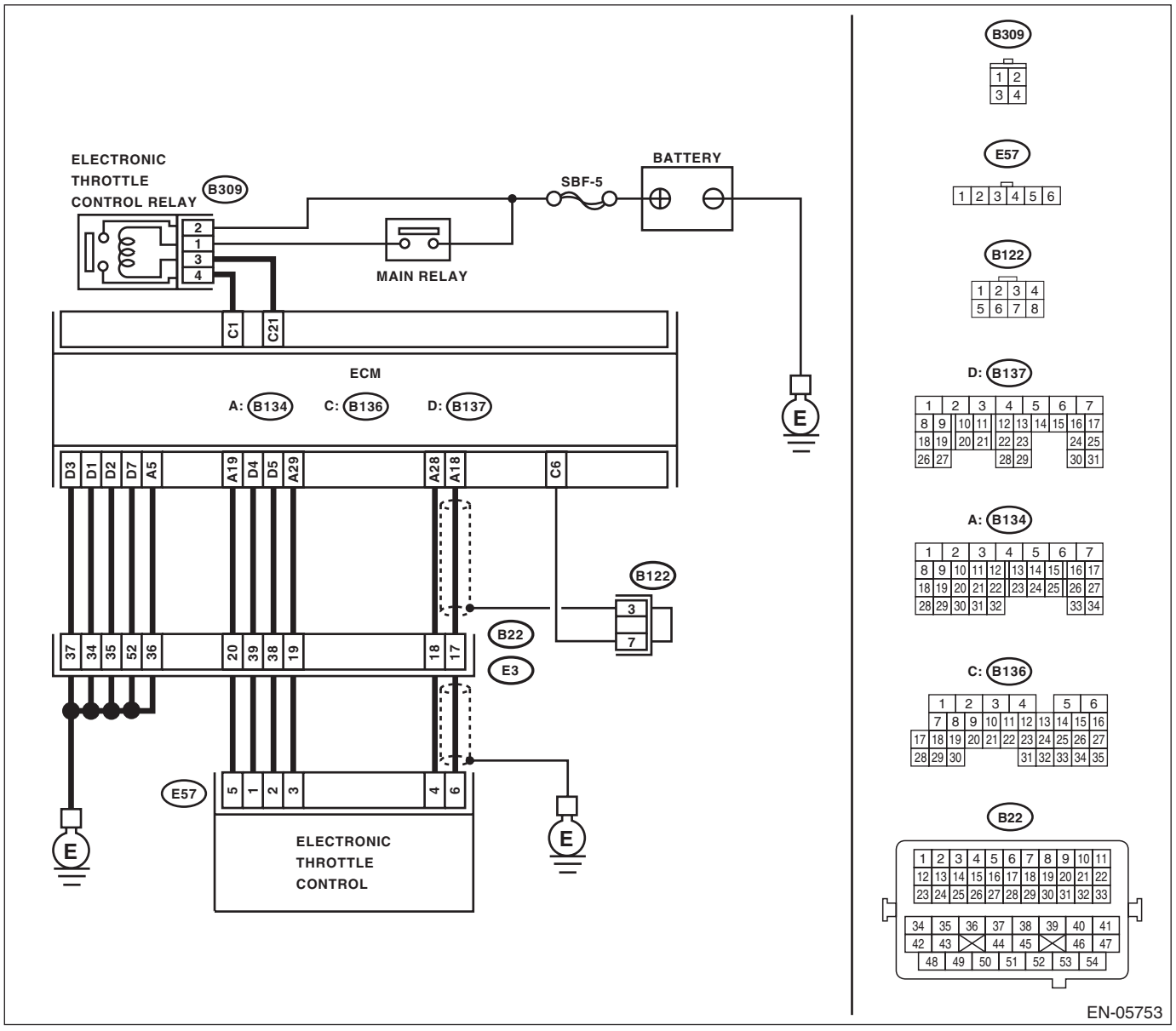
TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 19 — Chassis ground:*** ***(B134) No. 18 — Chassis ground:*** ***(B134) No. 18 — (B136) No. 6:***	Is the resistance 1 MΩ or more?	Go to step **2**.	Repair the ground short circuit of harness between ECM and electronic throttle control connector.
2	**CHECK SHORT CIRCUIT INSIDE THE ECM.** 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 6 — Engine ground:***	Is the resistance 1 MΩ or more?	Replace the electronic throttle control. <Ref. to FU(H4SO)-12, Throttle Body.>	Repair the ground short circuit of harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(H4SO)-41, Engine Control Module (ECM).>

X: DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-48, DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-50, DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

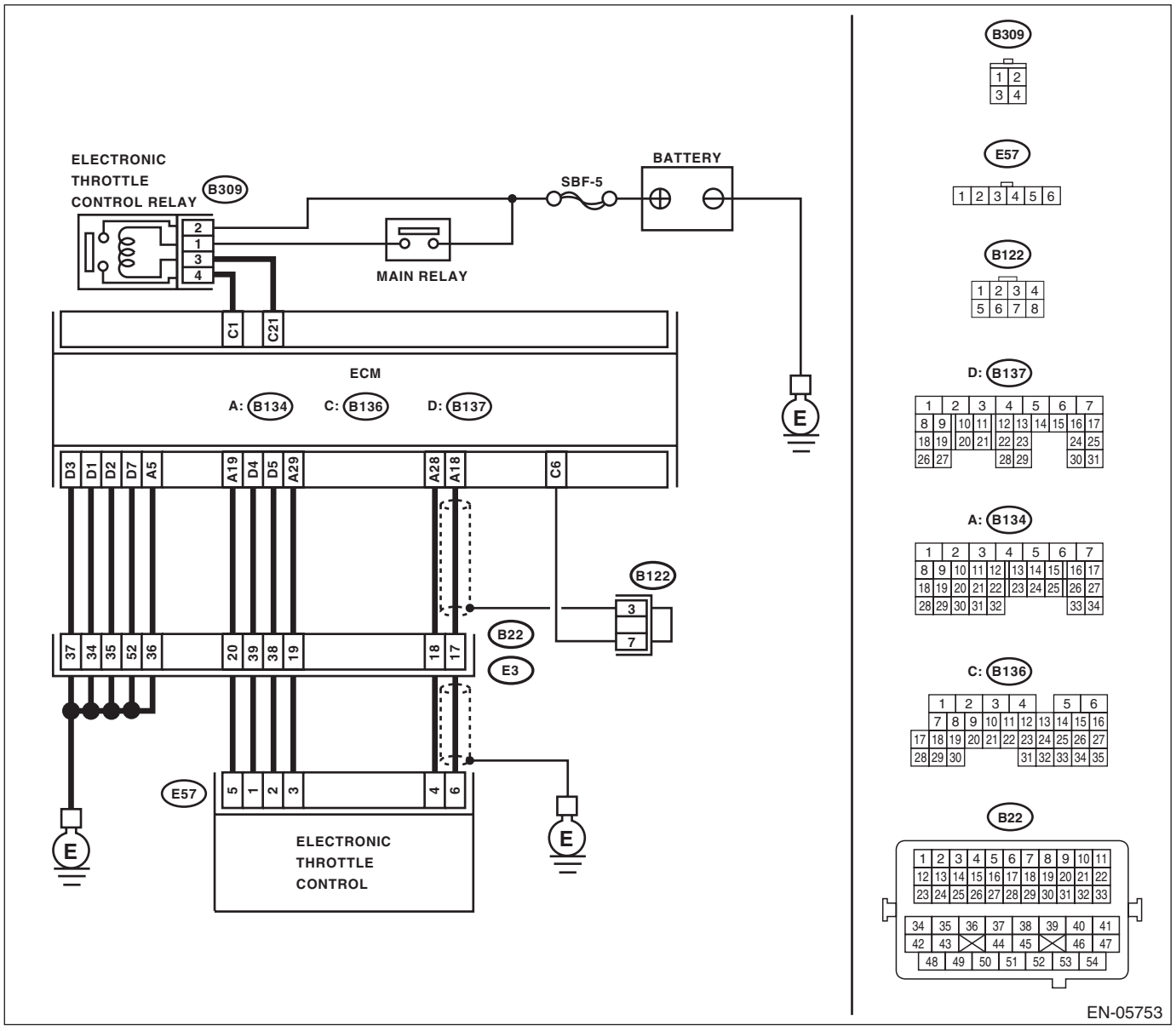
TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance of harness between ECM and electronic throttle control connector. ***Connector & terminal*** ***(B134) No. 18 — (E57) No. 6:*** ***(B134) No. 29 — (E57) No. 3:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness between ECM and electronic throttle control connector.
2	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 3 — Engine ground:***	Is the resistance less than 5 Ω?	Go to step **3**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact of coupling connector
3	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to ON. 2) Measure the voltage between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 6 (+) — Engine ground (–):***	Is the voltage 4.85 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.	Go to step **4**.
4	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM connectors. ***Connector & terminal*** ***(B134) No. 19 — (B134) No. 18:***	Is the resistance 1 MΩ or more?	Repair the poor contact of electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4SO)-12, Throttle Body.>	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.

Y: DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-50, DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-52, DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Engine does not return to idle.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

	Step	Check	Yes	No
1	**CHECK TIRE SIZE.**	Is the tire size as specified? and the same size as other three wheels?	Go to step **2**.	Replace the tire.
2	**CHECK ENGINE COOLANT.** Check the following items: • Amount of engine coolant • Engine coolant freeze • Contamination of engine coolant	Is the engine coolant normal?	Go to step **3**.	Fill or replace the engine coolant. <Ref. to CO(H4SO)-18, INSPECTION, Engine Coolant.>
3	**CHECK THERMOSTAT.**	Does the thermostat remain opened?	Replace the thermostat. <Ref. to CO(H4SO)-23, Thermostat.>	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-23, Engine Coolant Temperature Sensor.>

Z: DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-52, DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-54, DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

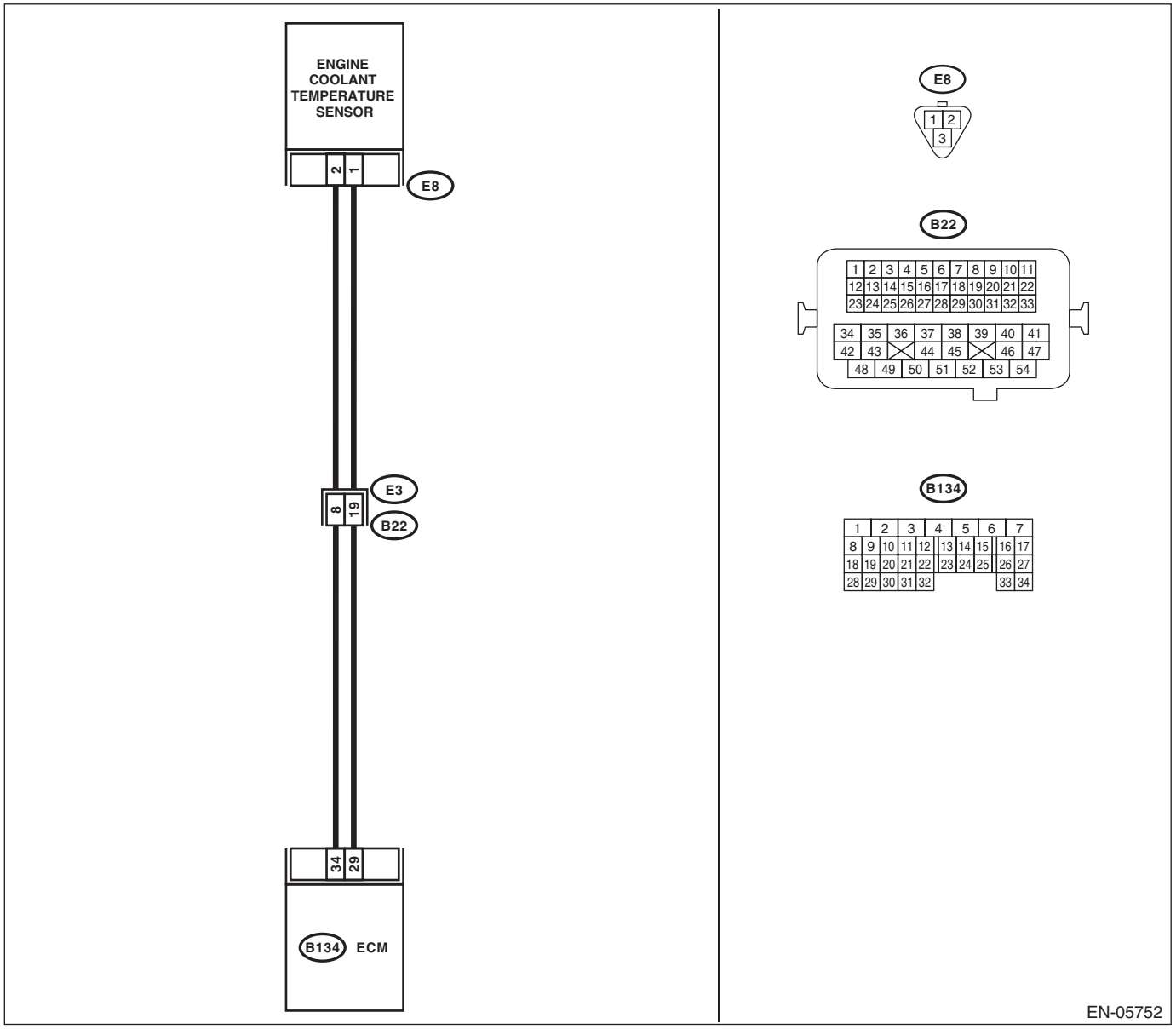
TROUBLE SYMPTOM:

- Hard to start
- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK ENGINE COOLANT TEMPERATURE SENSOR.** Measure the resistance between engine coolant temperature sensor terminals when the engine coolant is cold and after warmed-up. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance of engine coolant temperature sensor different between when engine coolant is cold and after warmed-up?	Repair the poor contact of the ECM connector.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-23, Engine Coolant Temperature Sensor.>

AA:DTC P0128 COOLANT THERMOSTAT (ENGINE COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-54, DTC P0128 COOLANT THERMOSTAT (ENGINE COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-56, DTC P0128 COOLANT THERMOSTAT (ENGINE COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Thermostat remains open.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

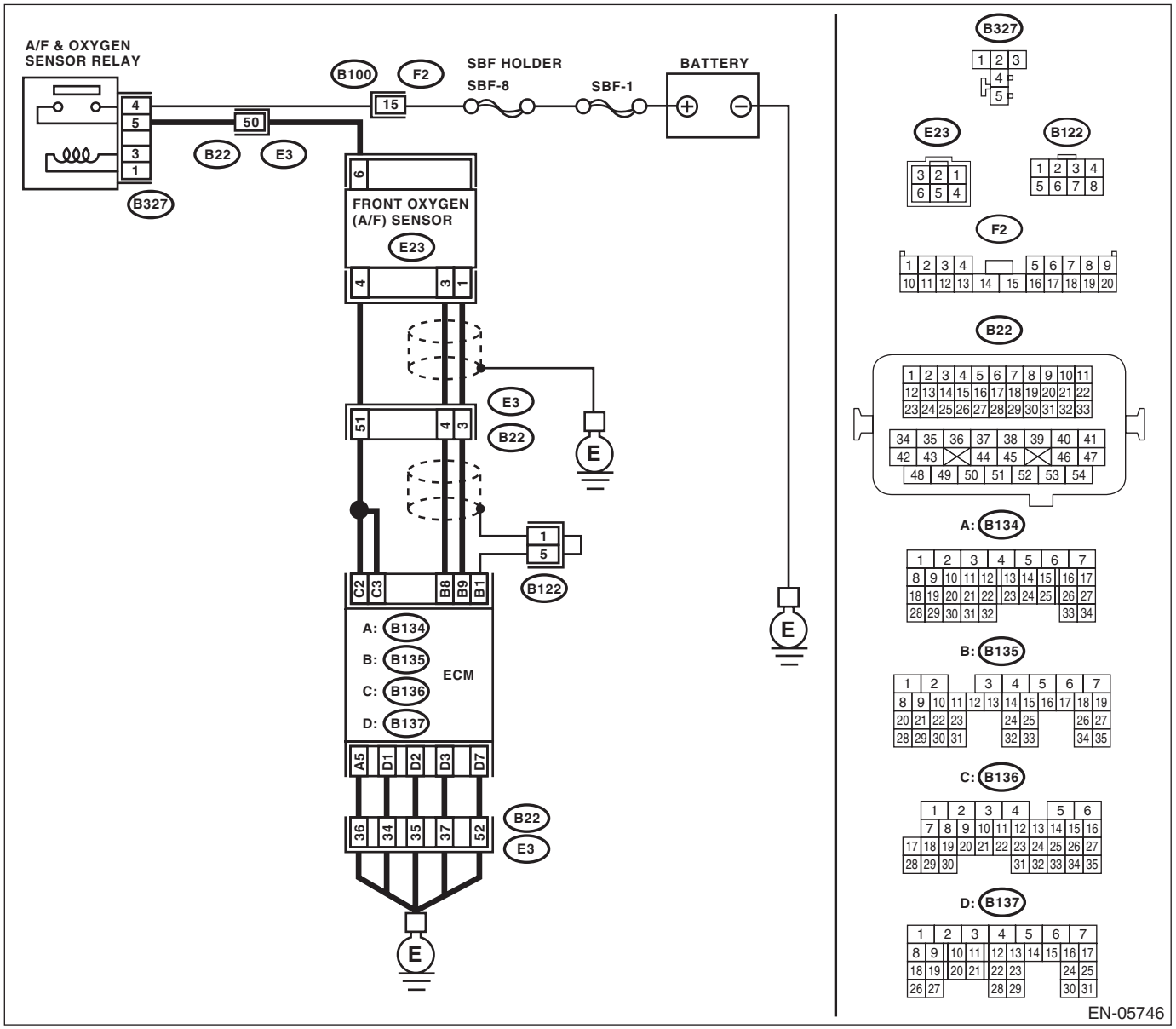
	Step	Check	Yes	No
1	**CHECK ENGINE COOLANT.**	Are the coolant level and mixture ratio of engine coolant to anti-freeze solution correct?	Go to step **2**.	Replace the engine coolant. <Ref. to CO(H4SO)-17, REPLACEMENT, Engine Coolant.>
2	**CHECK RADIATOR FAN.** 1) Start the engine. 2) Check radiator fan operation.	Does the radiator fan continuously rotate for more than 3 minutes during idling?	Repair radiator fan circuit. <Ref. to CO(H4SO)-32, Radiator Main Fan and Fan Motor.>and <Ref. to CO(H4SO)-38, Radiator Sub Fan and Fan Motor.>	Replace the thermostat. <Ref. to CO(H4SO)-23, Thermostat.>

AB:DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-56, DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-58, DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.**	Does water enter the connector?	Dry the water thoroughly.	Go to step **2**.
2	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and front oxygen (A/F) sensor. 3) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 9 — Chassis ground:*** ***(B135) No. 8 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and front oxygen (A/F) sensor connector.
3	**CHECK POOR CONTACT.** Check poor contact of front oxygen (A/F) sensor connector.	Is there poor contact in front oxygen (A/F) sensor connector?	Repair the poor contact of the front oxygen (A/F) sensor connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-37, Front Oxygen (A/F) Sensor.>

AC:DTC P0132 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1)

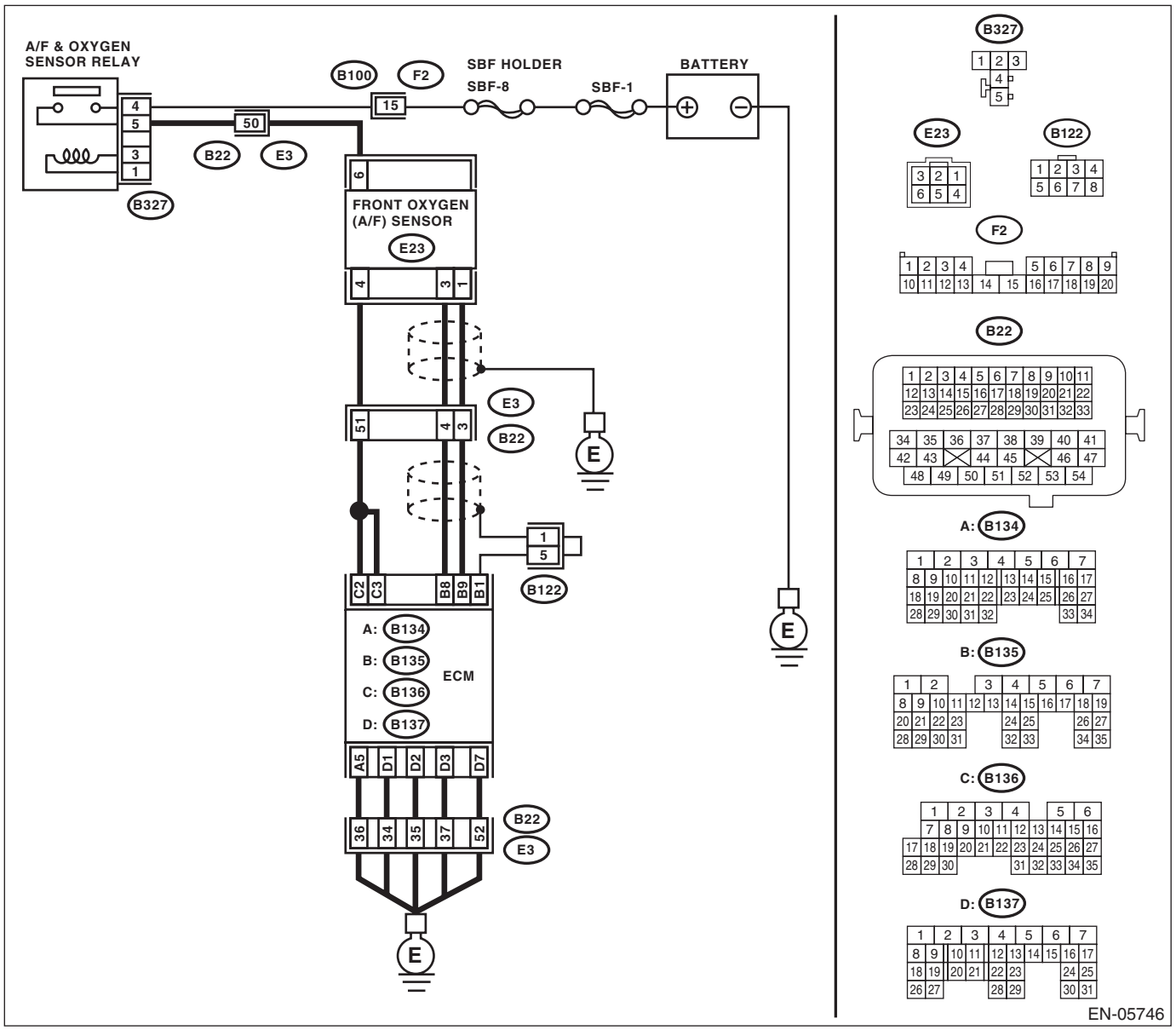
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-58, DTC P0132 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-60, DTC P0132 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.**	Does water enter the connector?	Dry the water thoroughly.	Go to step **2**.
2	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from front oxygen (A/F) sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 9 (+) — Chassis ground (–):*** ***(B135) No. 8 (+) — Chassis ground (–):***	Is the voltage 8 V or more?	Repair the short circuit to power in the harness between the ECM and front oxygen (A/F) sensor connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-37, Front Oxygen (A/F) Sensor.>

AD:DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1)

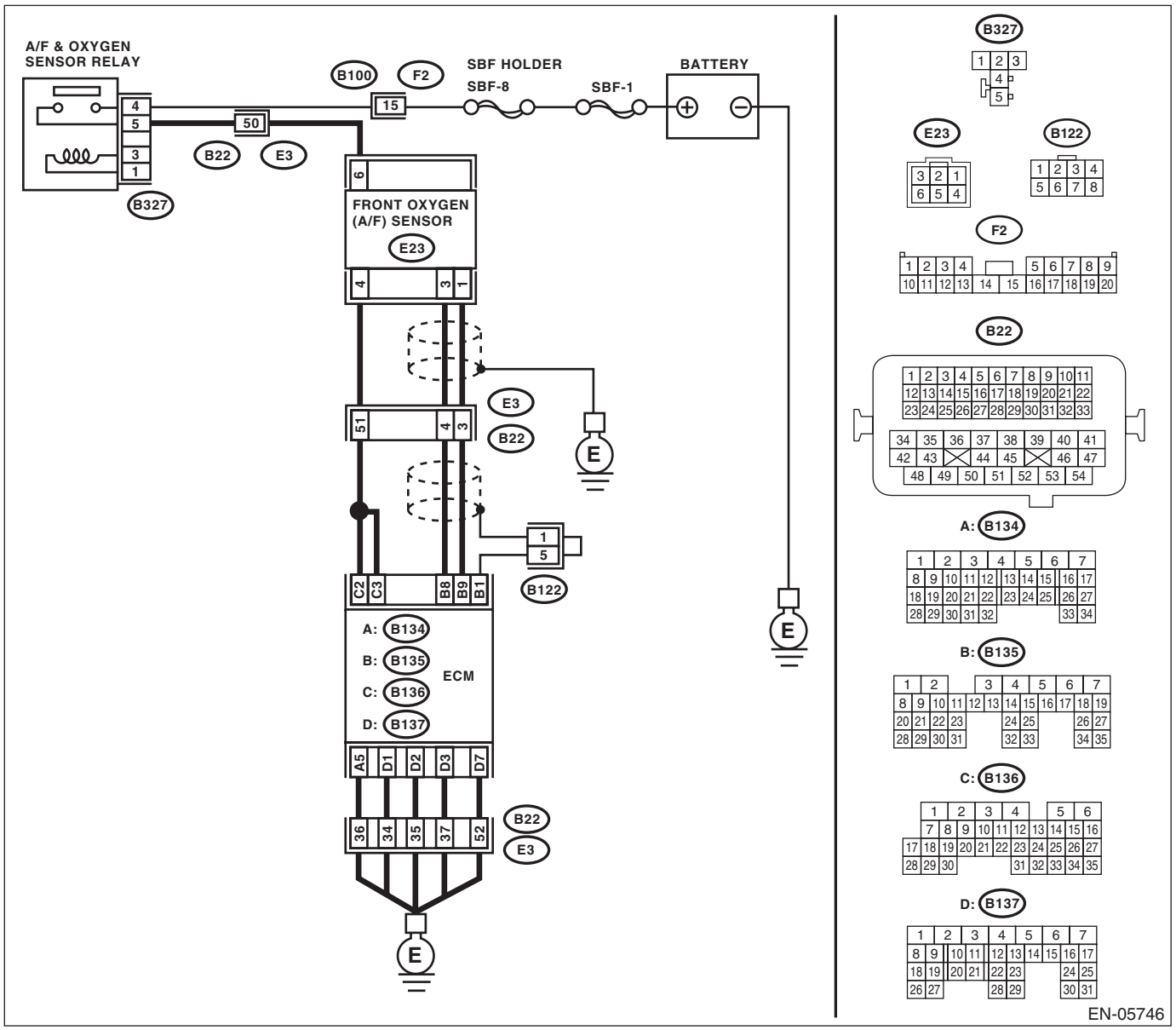
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-60, DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-62, DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



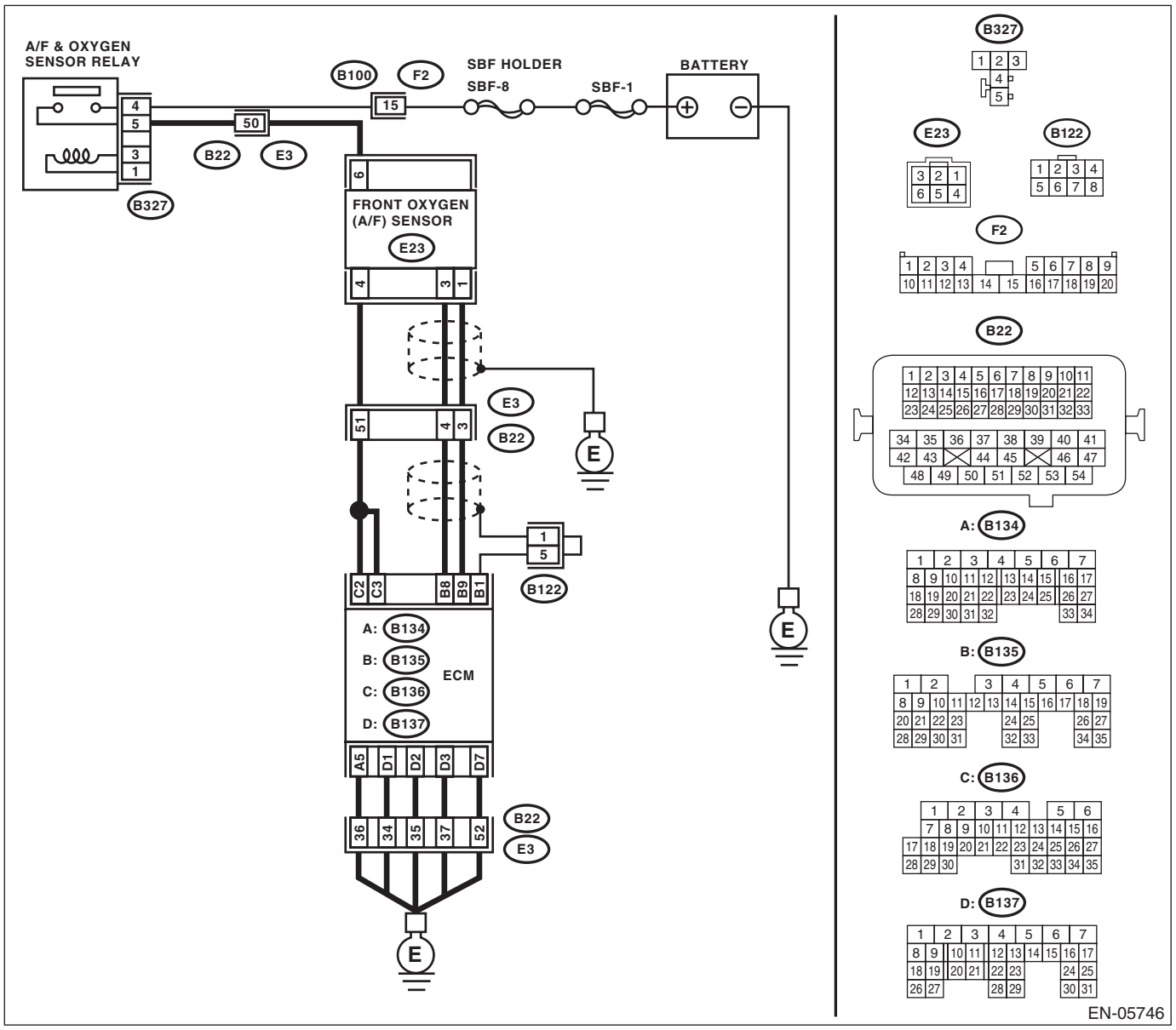
Step		Check	Yes	No
1	**CHECK EXHAUST SYSTEM.** NOTE: Check the following items. • Loose installation of front portion of exhaust pipe onto cylinder heads • Loose connection between front exhaust pipe and front catalytic converter • Damage of exhaust pipe resulting in a hole	Is there any fault in exhaust system?	Repair the exhaust system.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-37, Front Oxygen (A/F) Sensor.>

AE:DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-63, DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-65, DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



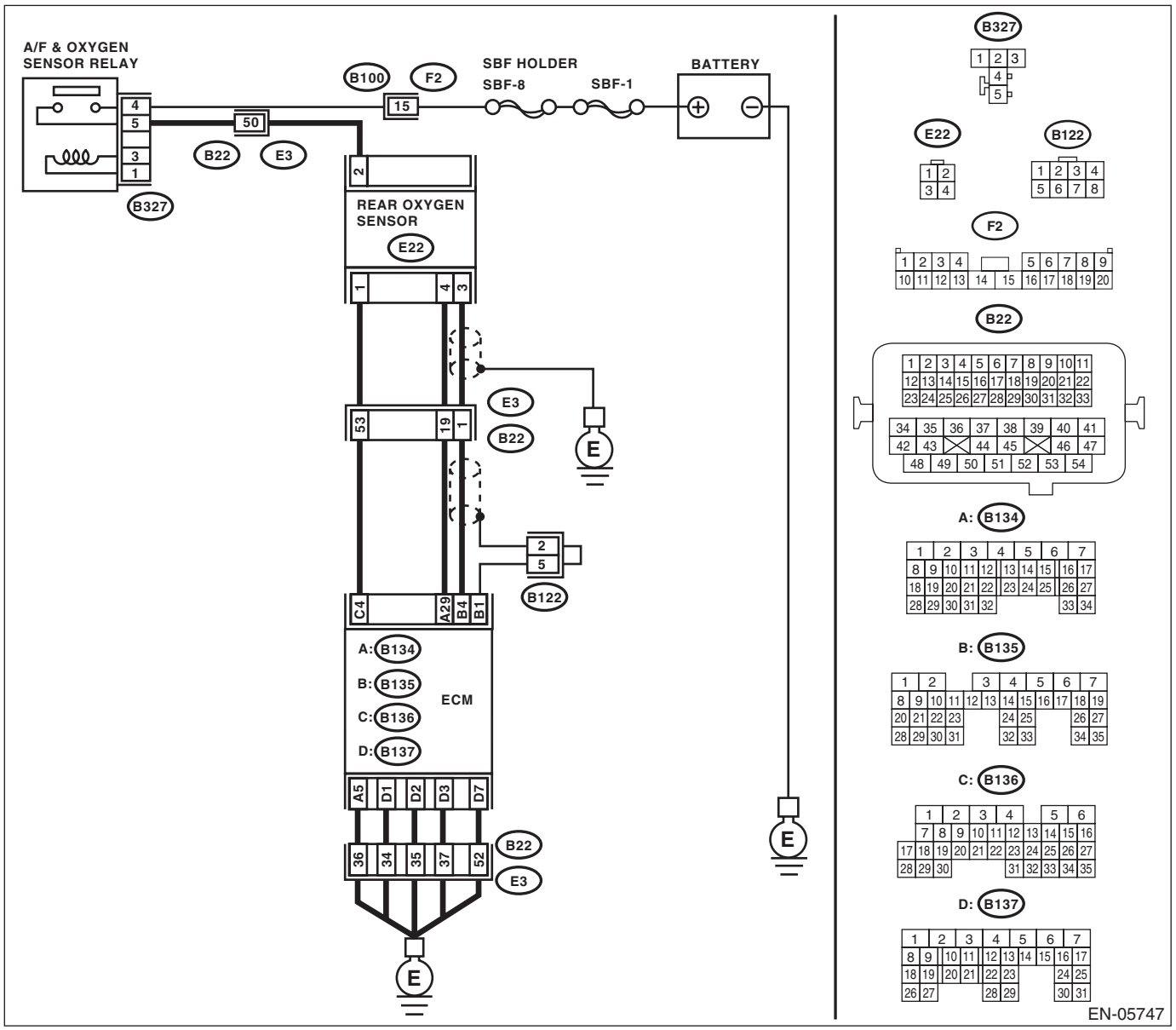
	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and front oxygen (A/F) sensor. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. ***Connector & terminal*** ***(B135) No. 9 — (E23) No. 1:*** ***(B135) No. 8 — (E23) No. 3:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and front oxygen (A/F) sensor connector • Poor contact of coupling connector
2	**CHECK POOR CONTACT.** Check poor contact of ECM and front oxygen (A/F) sensor connector.	Is there poor contact in ECM or front oxygen (A/F) sensor connector?	Repair the poor contact of ECM or front oxygen (A/F) sensor connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-37, Front Oxygen (A/F) Sensor.>

AF:DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-65, DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-67, DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK REAR OXYGEN SENSOR DATA.** 1) Warm-up the engine until engine coolant temperature is higher than 75°C (167°F), and keep the engine speed at 3,000 rpm. (Max. 2 minutes) 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 490 mV or more?	Go to step **5**.	Go to step **2**.
2	**CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.**	Has water entered the connector?	Completely remove any water inside.	Go to step **3**.
3	**CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. ***Connector & terminal*** ***(B135) No. 4 — (E22) No. 3:*** ***(B134) No. 29 — (E22) No. 4:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the open circuit of harness between ECM and rear oxygen sensor connector.
4	**CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and chassis ground. ***Connector & terminal*** ***(E22) No. 3 (+) — Chassis ground (–):***	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-39, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the ECM and rear oxygen sensor • Poor contact of the rear oxygen sensor connector • Poor contact in ECM connector
5	**CHECK EXHAUST SYSTEM.** Check exhaust system parts. NOTE: Check the following items. • Looseness and improper attachment of exhaust system parts • Damage (crack, hole etc.) of parts • Looseness and improper attachment of parts between front oxygen (A/F) sensor and rear oxygen sensor	Is there any fault in exhaust system?	Repair or replace faulty parts.	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-39, Rear Oxygen Sensor.>

AG:DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2)

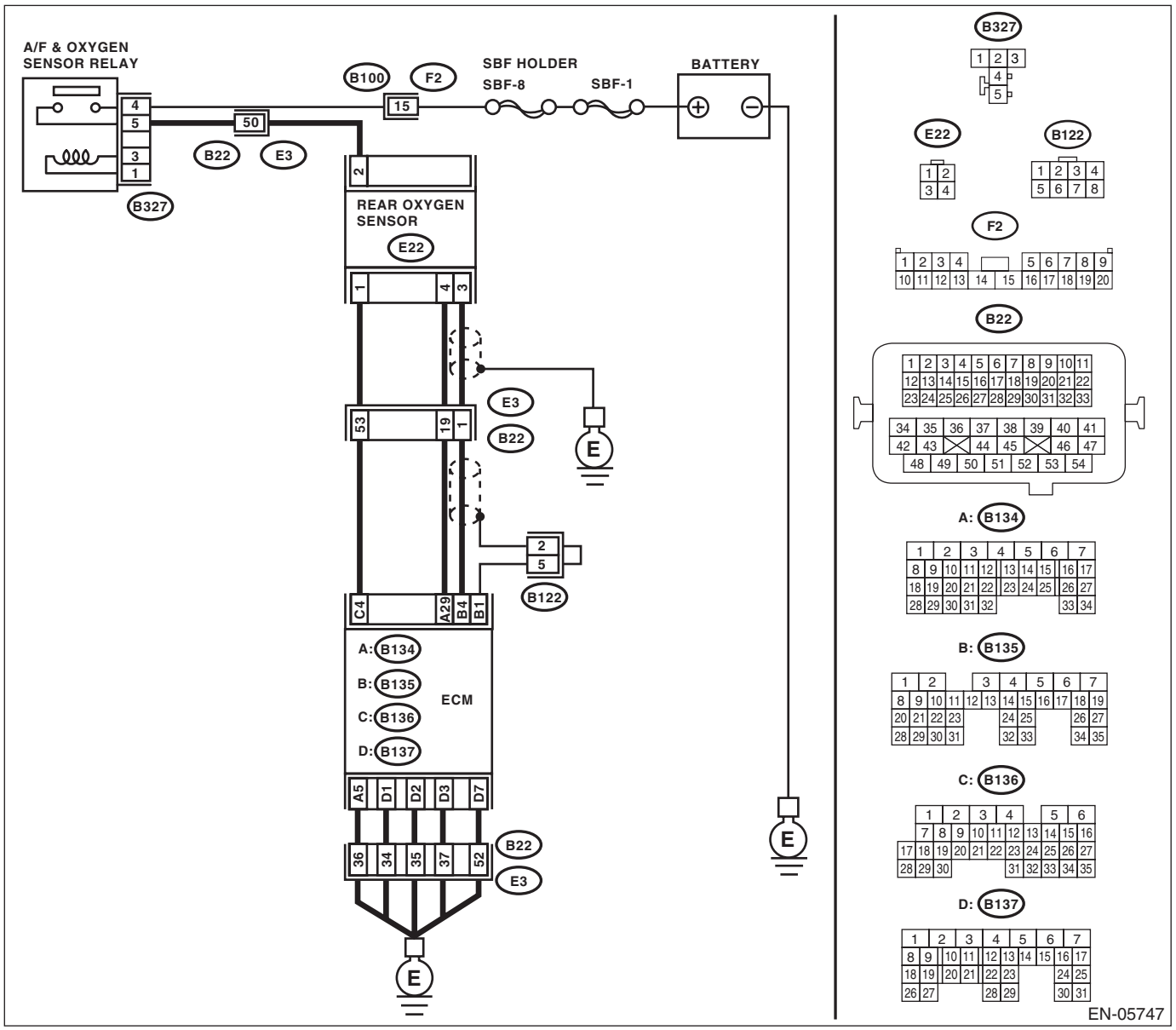
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-67, DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-70, DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK REAR OXYGEN SENSOR DATA.** 1) Warm-up the engine until engine coolant temperature is higher than 75°C (167°F), and rapidly reduce the engine speed from 3,000 rpm. 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 250 mV or less?	Go to step **5**.	Go to step **2**.
2	**CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.**	Has water entered the connector?	Completely remove any water inside.	Go to step **3**.
3	**CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. ***Connector & terminal*** ***(B135) No. 4 — (E22) No. 3:*** ***(B134) No. 29 — (E22) No. 4:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the open circuit of harness between ECM and rear oxygen sensor connector.
4	**CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and chassis ground. ***Connector & terminal*** ***(E22) No. 3 (+) — Chassis ground (–):***	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-39, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the ECM and rear oxygen sensor • Poor contact of the rear oxygen sensor connector • Poor contact in ECM connector
5	**CHECK EXHAUST SYSTEM.** Check exhaust system parts. NOTE: Check the following items. • Looseness and improper attachment of exhaust system parts • Damage (crack, hole etc.) of parts • Looseness and improper attachment of parts between front oxygen (A/F) sensor and rear oxygen sensor	Is there any fault in exhaust system?	Repair or replace faulty parts.	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-39, Rear Oxygen Sensor.>

AH:DTC P0139 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2)

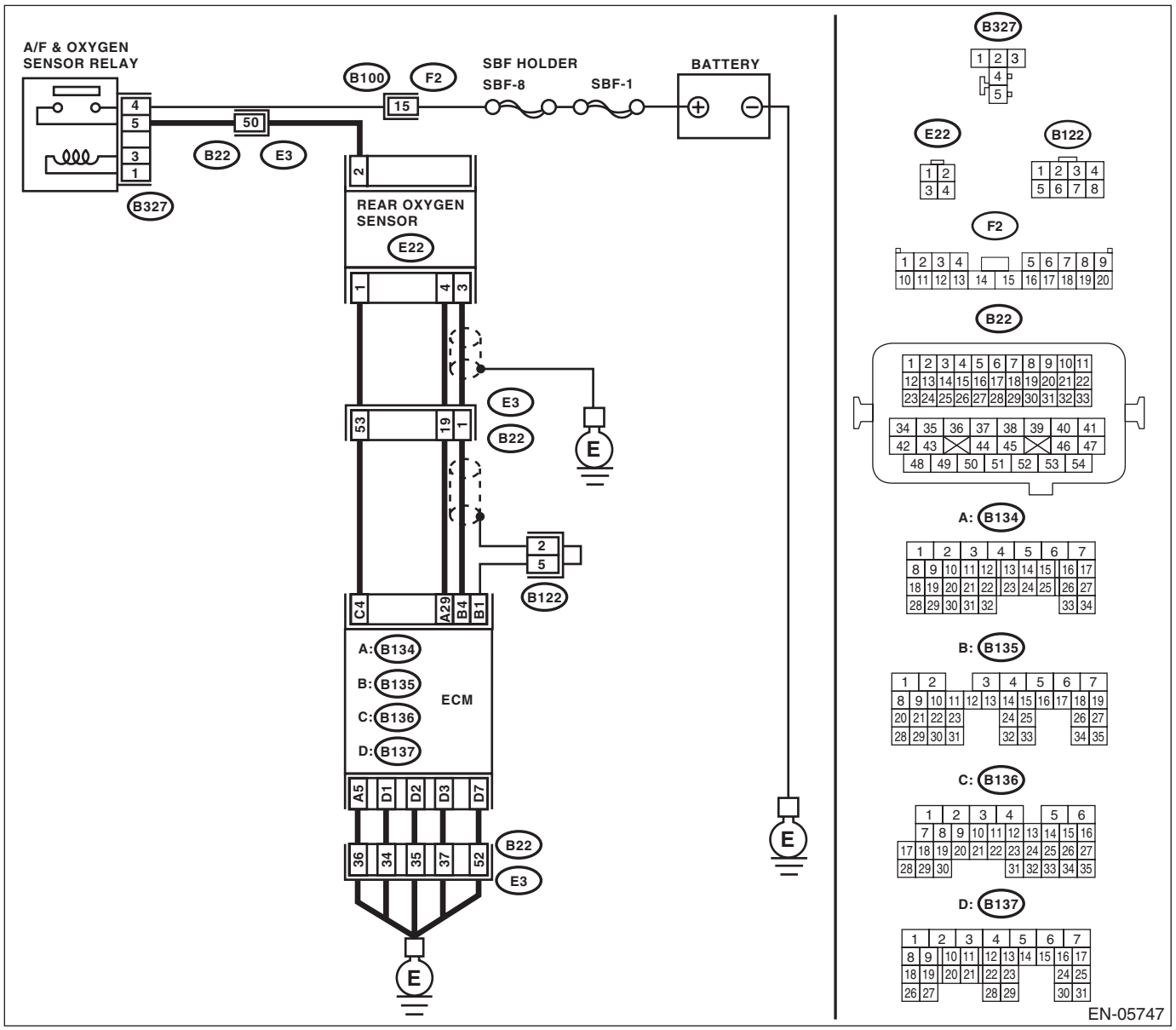
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-68, DTC P0139 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-71, DTC P0139 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. ***Connector & terminal*** ***(B135) No. 4 — (E22) No. 3:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness between ECM and rear oxygen sensor connector.
2	**CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR.** Measure the resistance between rear oxygen sensor connector and chassis ground. ***Connector & terminal*** ***(E22) No. 3 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and rear oxygen sensor connector.
3	**CHECK REAR OXYGEN SENSOR.** Measure the resistance between rear oxygen sensor terminals. ***Terminals*** ***No. 3 — No. 4:***	Is the resistance less than 1 Ω?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-39, Rear Oxygen Sensor.>	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.

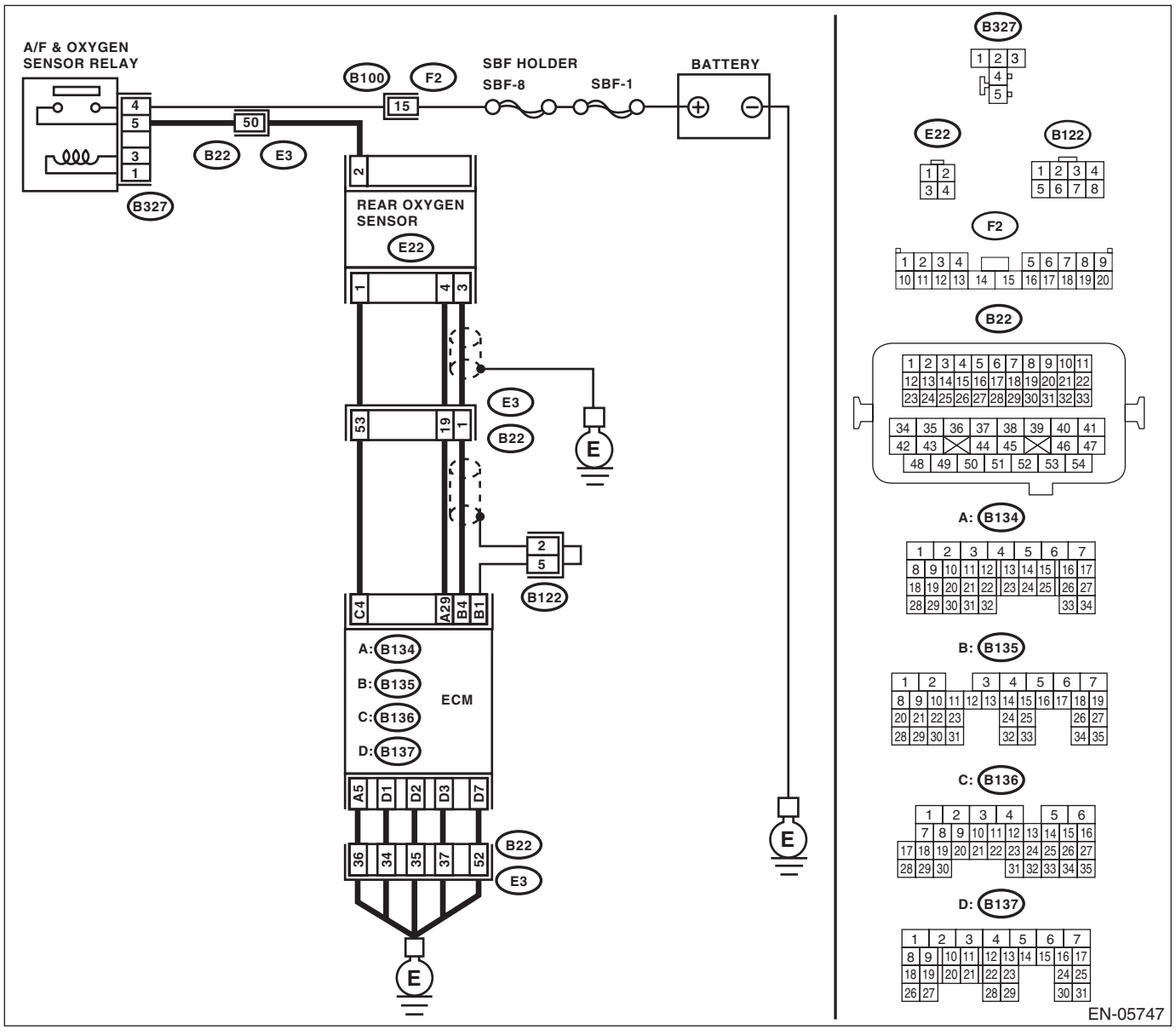
AI: DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 2)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-74, DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-77, DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK REAR OXYGEN SENSOR DATA.** 1) Warm-up the engine until engine coolant temperature is higher than 75°C (167°F), and keep the engine speed at 3,000 rpm. (Max. 2 minutes) 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 490 mV or more?	Go to step **6**.	Go to step **2**.
2	**CHECK REAR OXYGEN SENSOR DATA.** 1) Warm-up the engine until engine coolant temperature is higher than 75°C (167°F), and rapidly reduce the engine speed from 3,000 rpm. 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 250 mV or less?	Go to step **6**.	Go to step **3**.
3	**CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.**	Has water entered the connector?	Completely remove any water inside.	Go to step **4**.
4	**CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. ***Connector & terminal*** ***(B135) No. 4 — (E22) No. 3:*** ***(B134) No. 29 — (E22) No. 4:***	Is the resistance less than 1 Ω?	Go to step **5**.	Repair the open circuit of harness between ECM and rear oxygen sensor connector.

	Step	Check	Yes	No
5	**CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and chassis ground. ***Connector & terminal*** ***(E22) No. 3 (+) — Chassis ground (–):***	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-39, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the ECM and rear oxygen sensor • Poor contact of the rear oxygen sensor connector • Poor contact in ECM connector
6	**CHECK EXHAUST SYSTEM.** Check exhaust system parts. NOTE: Check the following items. • Looseness and improper attachment of exhaust system parts • Damage (crack, hole etc.) of parts • Looseness and improper attachment of parts between front oxygen (A/F) sensor and rear oxygen sensor	Is there any fault in exhaust system?	Repair or replace faulty parts.	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-39, Rear Oxygen Sensor.>

AJ:DTC P0171 SYSTEM TOO LEAN (BANK 1)

Refer to DTC P0172 for diagnostic procedure. <Ref. to EN(H4SO)(diag)-164, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AK:DTC P0172 SYSTEM TOO RICH (BANK 1)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-78, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-81, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

	Step	Check	Yes	No
1	**CHECK EXHAUST SYSTEM.**	Are there holes or loose bolts on exhaust system?	Repair the exhaust system.	Go to step **2**.
2	**CHECK AIR INTAKE SYSTEM.**	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair the air intake system.	Go to step **3**.
3	**CHECK FUEL PRESSURE.** **WARNING:** **Place "NO OPEN FLAMES" signs near the working area.** **CAUTION:** **Be careful not to spill fuel.** Measure the fuel pressure. <Ref. to ME(H4SO)-29, INSPECTION, Fuel Pressure.> **CAUTION:** **Release fuel pressure before removing the fuel pressure gauge.**	Is the measured value 330 — 360 kPa (3.4 — 3.7 kgf/cm^2, 48 — 52 psi)?	Go to step **4**.	Repair the following item. Fuel pressure is too high: • Clogged fuel line or bent hose Fuel pressure is too low: • Improper fuel pump discharge • Clogged fuel line
4	**CHECK ENGINE COOLANT TEMPERATURE SENSOR.** 1) Start the engine and warm-up completely. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the engine coolant temperature 75°C (167°F) or higher?	Go to step **5**.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-23, Engine Coolant Temperature Sensor.>

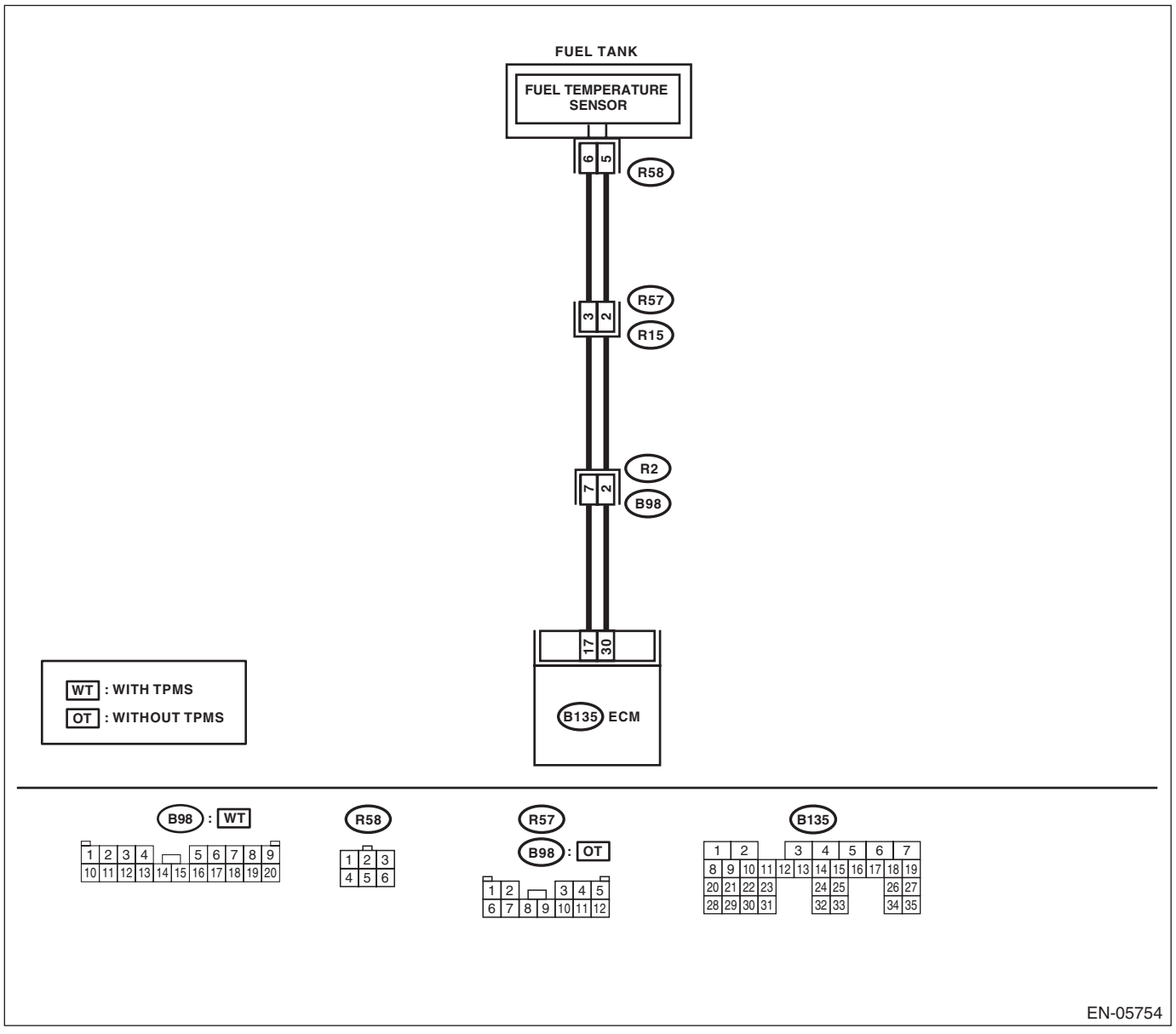
	Step	Check	Yes	No
5	**CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR.** 1) Start the engine and warm-up engine until coolant temperature is higher than 75°C (167°F). 2) For AT models, set the select lever to the "P" or "N" range, and for MT models, place the shift lever in the neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the measured value 2.0 — 5.0 g/s (0.26 — 0.66 lb/m)?	Go to step **6**.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>
6	**CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR.** 1) Start the engine and warm-up engine until coolant temperature is higher than 75°C (167°F). 2) For AT models, set the select lever to the "P" or "N" range, and for MT models, place the shift lever in the neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Open the front hood. 6) Measure the ambient temperature. 7) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Subtract the ambient temperature from intake air temperature. Is the obtained value –10 — 50°C (–18 — 90°F)?	Repair the poor contact of the ECM connector.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>

AL:DTC P0181 FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/ PERFORMANCE

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-80, DTC P0181 FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-83, DTC P0181 FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



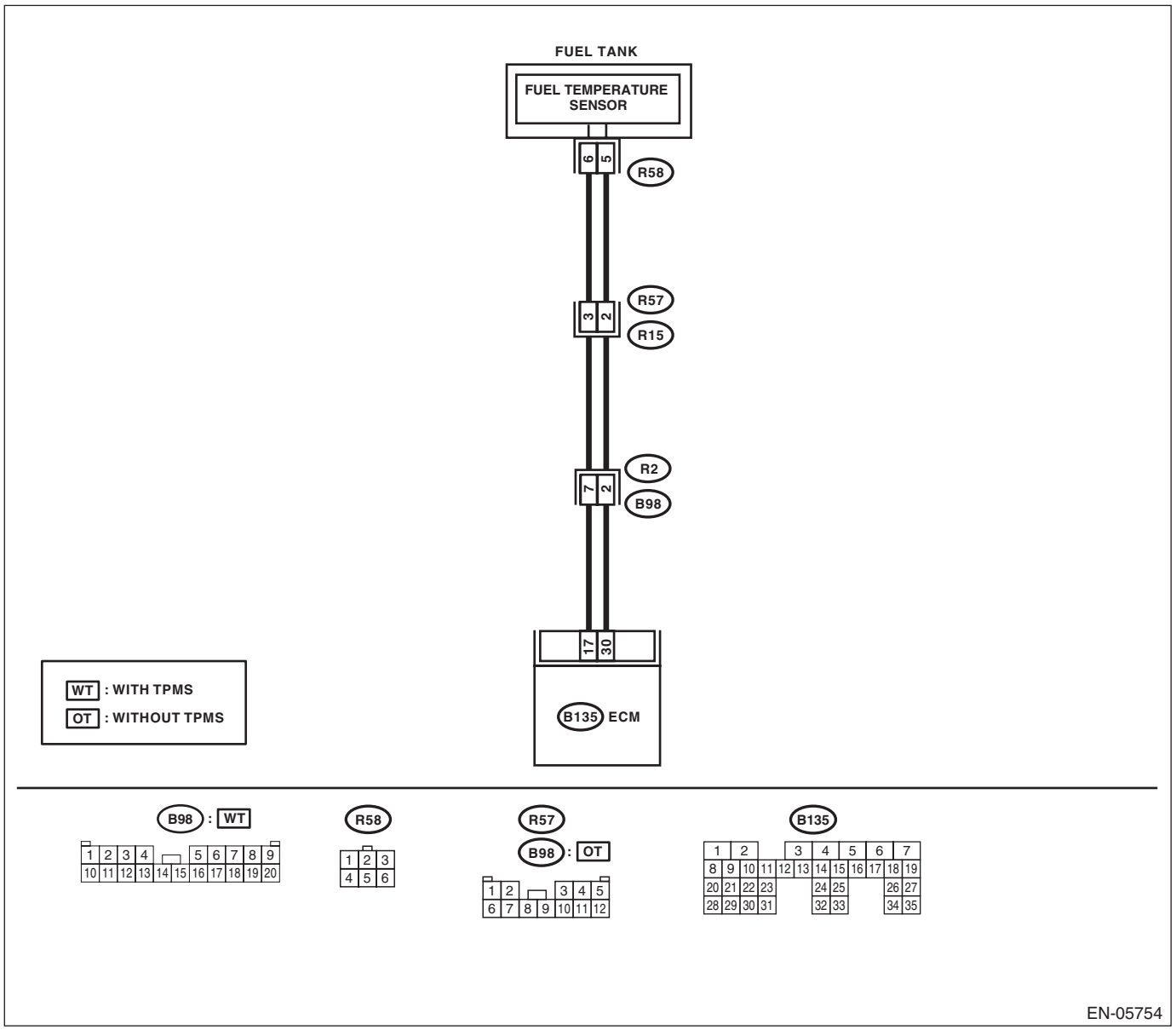
Step		Check	Yes	No
1	**CHECK FOR ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check the appropriate DTC using the “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Replace the fuel temperature sensor. <Ref. to EC(H4SO)-9, Fuel Temperature Sensor.>

AM:DTC P0182 FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-83, DTC P0182 FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-86, DTC P0182 FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



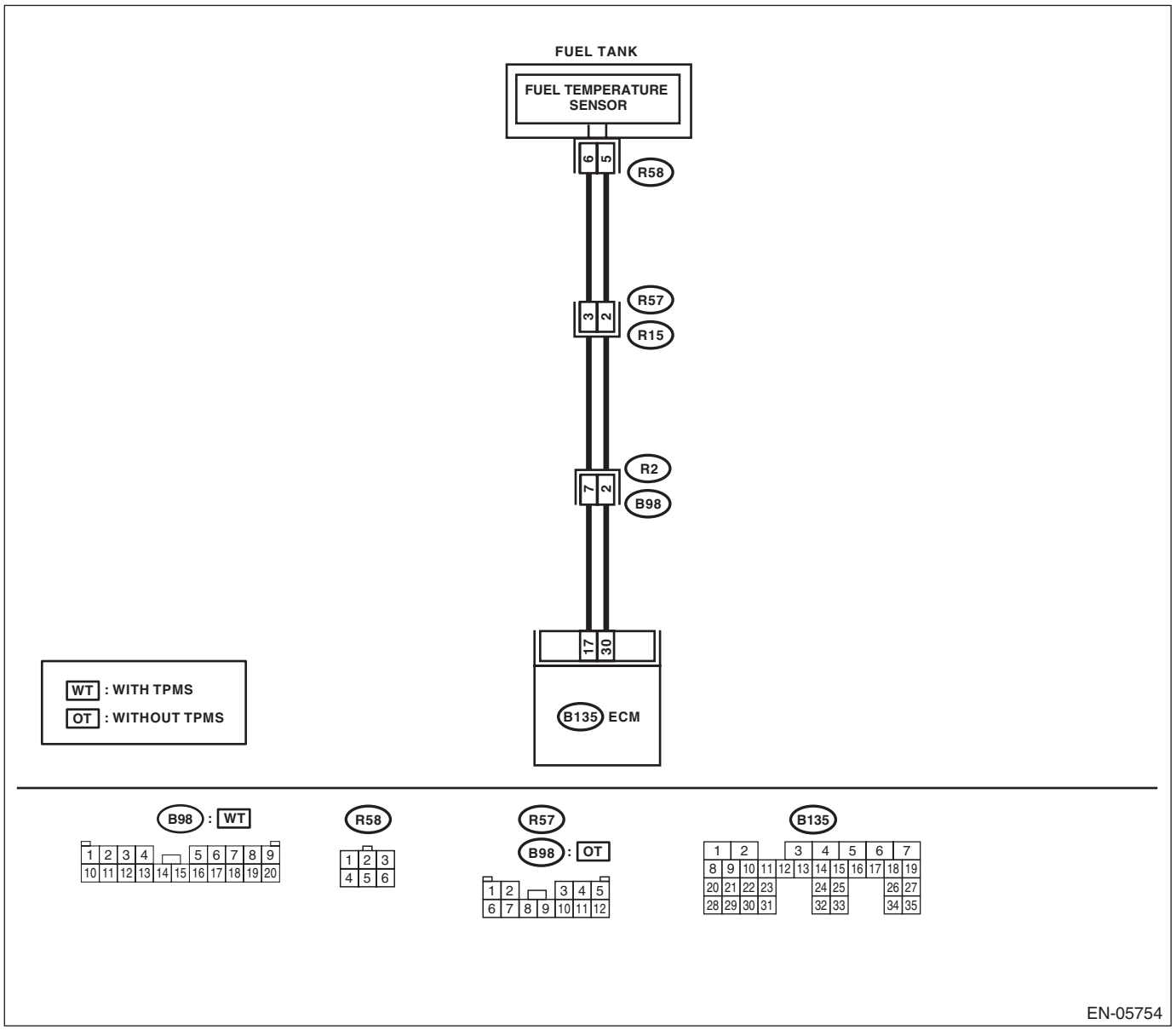
	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine. 2) Read the data of fuel temperature sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.>	Is the temperature 120°C (248°F) or higher?	Go to step **2**.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	**CHECK HARNESS BETWEEN ECM AND FUEL TEMPERATURE SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and fuel temperature sensor. 3) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 17 — Chassis ground:***	Is the resistance 1 MΩ or more?	Replace the fuel temperature sensor. <Ref. to EC(H4SO)-9, Fuel Temperature Sensor.>	Repair the ground short circuit of harness between ECM and fuel pump.

AN:DTC P0183 FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-85, DTC P0183 FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-88, DTC P0183 FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine. 2) Read the data of fuel temperature sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.>	Is the temperature less than –40°C (–40°F)?	Go to step **2**.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	**CHECK POOR CONTACT.** Repair any poor contact between the ECM and fuel temperature sensor connectors.	Is there poor contact in the ECM or fuel temperature sensor connectors?	Repair any poor contact between the ECM and fuel temperature sensor connectors.	Go to step **3**.
3	**CHECK HARNESS BETWEEN ECM AND FUEL TEMPERATURE SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and fuel temperature sensor. 3) Measure the resistance of the harness between the ECM and fuel temperature sensor connector. ***Connector & terminal*** ***(B135) No. 17 — (R58) No. 6:*** ***(B135) No. 30 — (R58) No. 5:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the open circuit of the harness between the ECM and fuel temperature sensor connector.
4	**CHECK HARNESS BETWEEN ECM AND FUEL TEMPERATURE SENSOR CONNECTOR.** 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 17 (+) — Chassis ground (–):***	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and fuel temperature sensor connector.	Replace the fuel temperature sensor. <Ref. to EC(H4SO)-9, Fuel Temperature Sensor.>

AO:DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/ PERFORMANCE

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-87, DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-90, DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

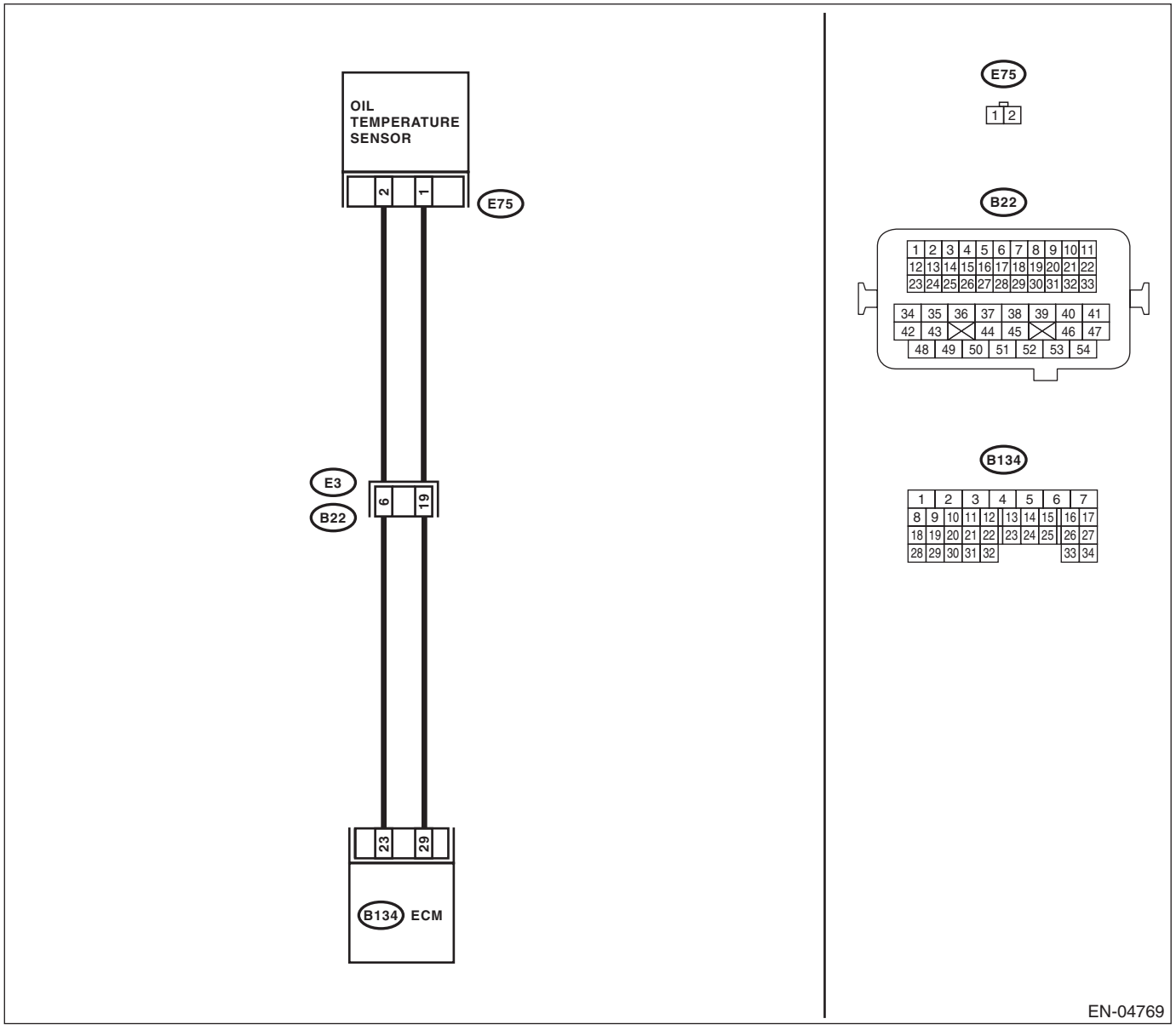
TROUBLE SYMPTOM:

- Hard to start
- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Step		Check	Yes	No
1	**CHECK FOR ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check the appropriate DTC using the “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Replace the oil temperature sensor. <Ref. to FU(H4SO)-36, Oil Temperature Sensor.>

AP:DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW

DTC DETECTING CONDITION:

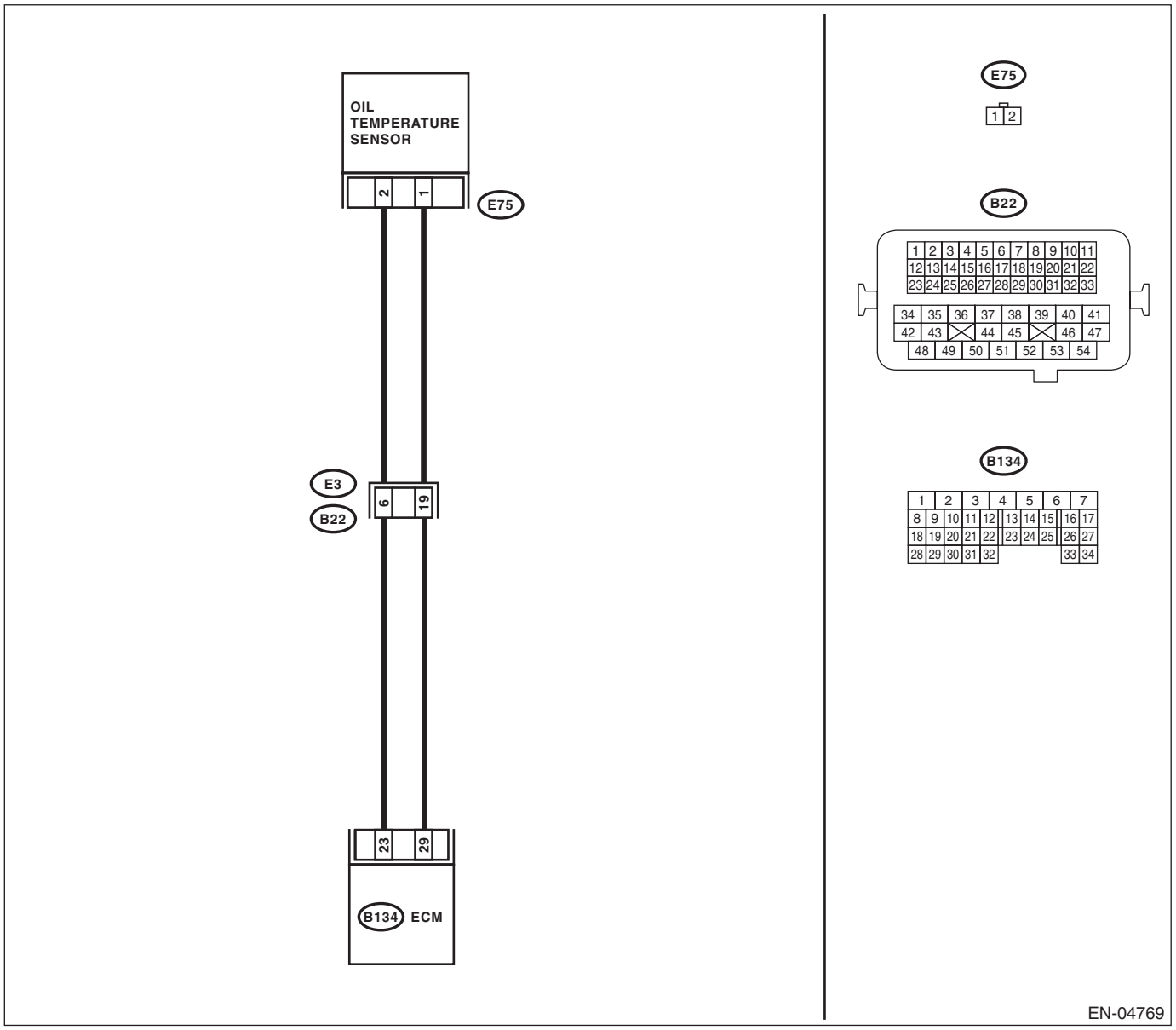
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-89, DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-92, DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Hard to start
- Erroneous idling
- Poor driving performance

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine. 2) Read the data of the oil temperature sensor signal using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the oil temperature 215°C (419°F) or more?	Go to step **2**.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	**CHECK HARNESS BETWEEN ECM AND OIL TEMPERATURE SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and oil temperature sensor. 3) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 23 — Chassis ground:***	Is the resistance 1 MΩ or more?	Replace the oil temperature sensor. <Ref. to FU(H4SO)-36, Oil Temperature Sensor.>	Repair the ground short circuit of harness between ECM and oil temperature sensor.

AQ:DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-90, DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-93, DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

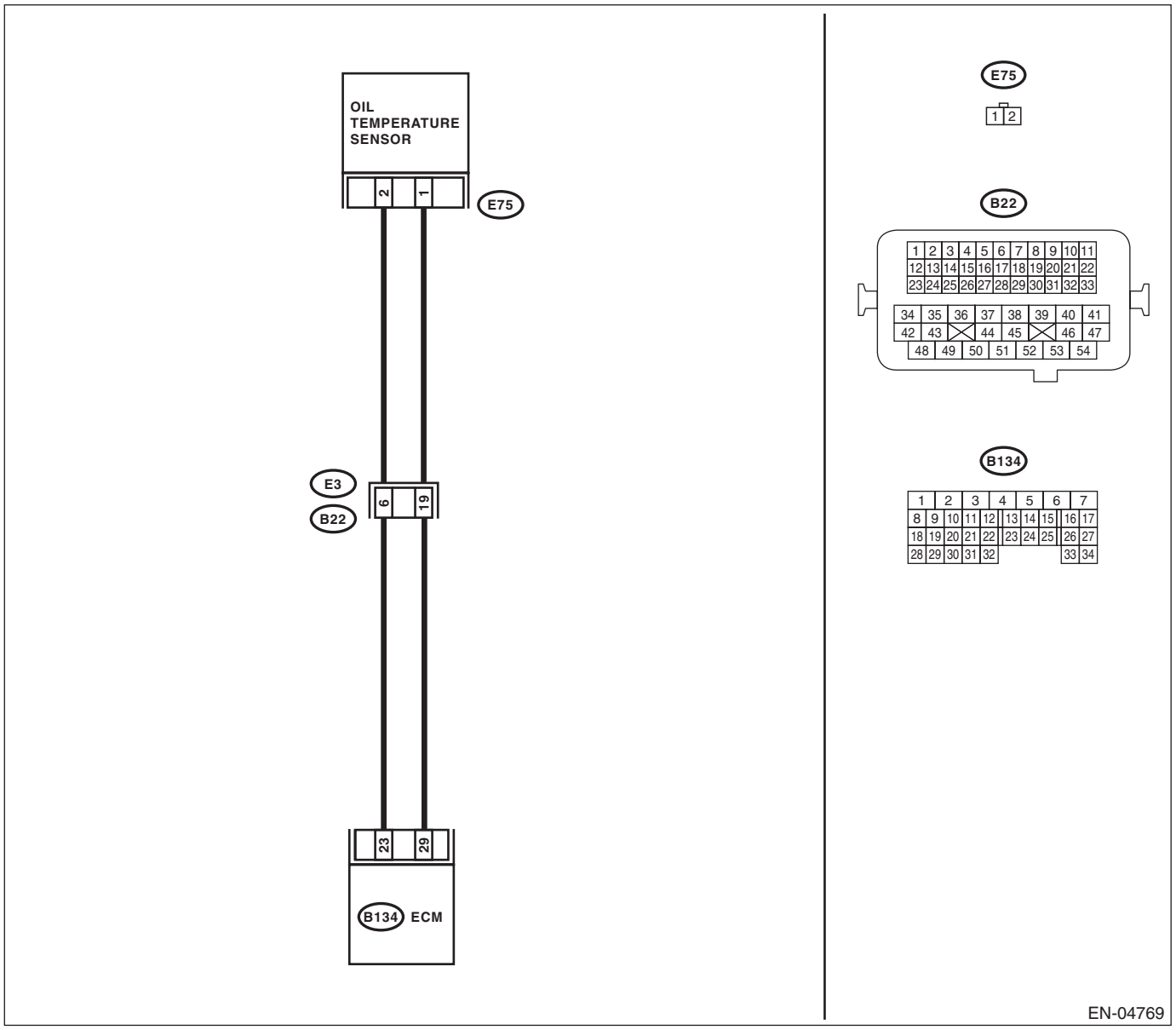
TROUBLE SYMPTOM:

- Hard to start
- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine. 2) Read the data of the oil temperature sensor signal using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the oil temperature less than –40°C (–40°F)?	Go to step **2**.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	**CHECK POOR CONTACT.** Check for poor contact of the ECM and oil temperature sensor connector.	Is there poor contact in the ECM or oil temperature sensor connector?	Repair the poor contact in the ECM or the oil temperature sensor connector.	Go to step **3**.
3	**CHECK HARNESS BETWEEN ECM AND OIL TEMPERATURE SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and oil temperature sensor. 3) Measure the resistance of the harness between the ECM and oil temperature sensor connector. ***Connector & terminal*** ***(B134) No. 23 — (E75) No. 2:*** ***(B134) No. 29 — (E75) No. 1:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the open circuit of harness between ECM and oil temperature sensor connector.
4	**CHECK HARNESS BETWEEN ECM AND OIL TEMPERATURE SENSOR CONNECTOR.** 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 23 (+) — Chassis ground (–):***	Is the voltage 5 V or more?	Repair the short circuit to power supply in the harness between the ECM and oil temperature sensor connector.	Replace the oil temperature sensor. <Ref. to FU(H4SO)-36, Oil Temperature Sensor.>

AR:DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-91, DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-94, DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

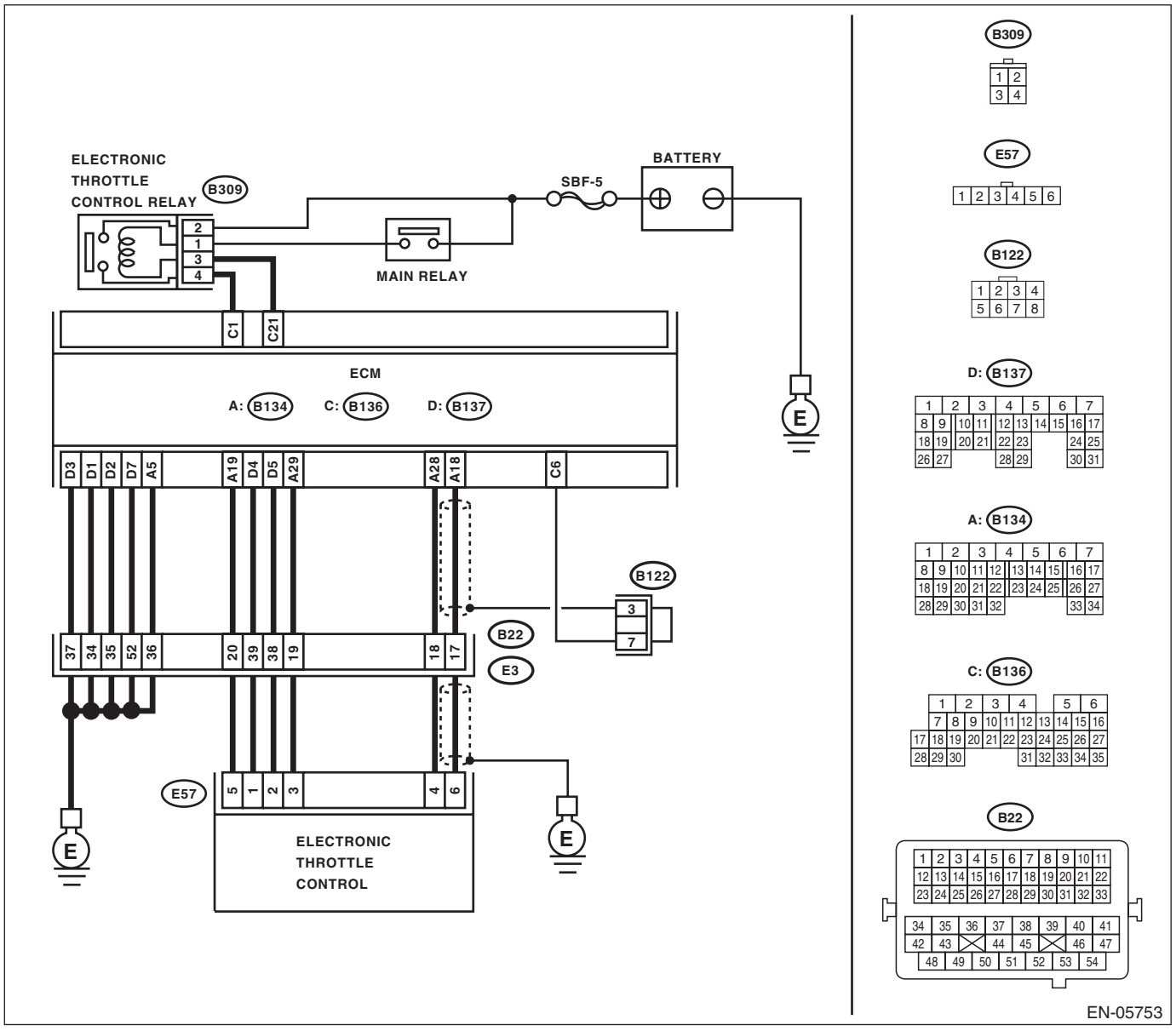
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 19 — Chassis ground:*** ***(B134) No. 28 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **2**.	Repair the ground short circuit of harness between ECM and electronic throttle control connector.
2	**CHECK SHORT CIRCUIT INSIDE THE ECM.** 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 4 — Engine ground:***	Is the resistance 1 MΩ or more?	Replace the electronic throttle control. <Ref. to FU(H4SO)-12, Throttle Body.>	Repair the ground short circuit of harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(H4SO)-41, Engine Control Module (ECM).>

AS:DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-93, DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-96, DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

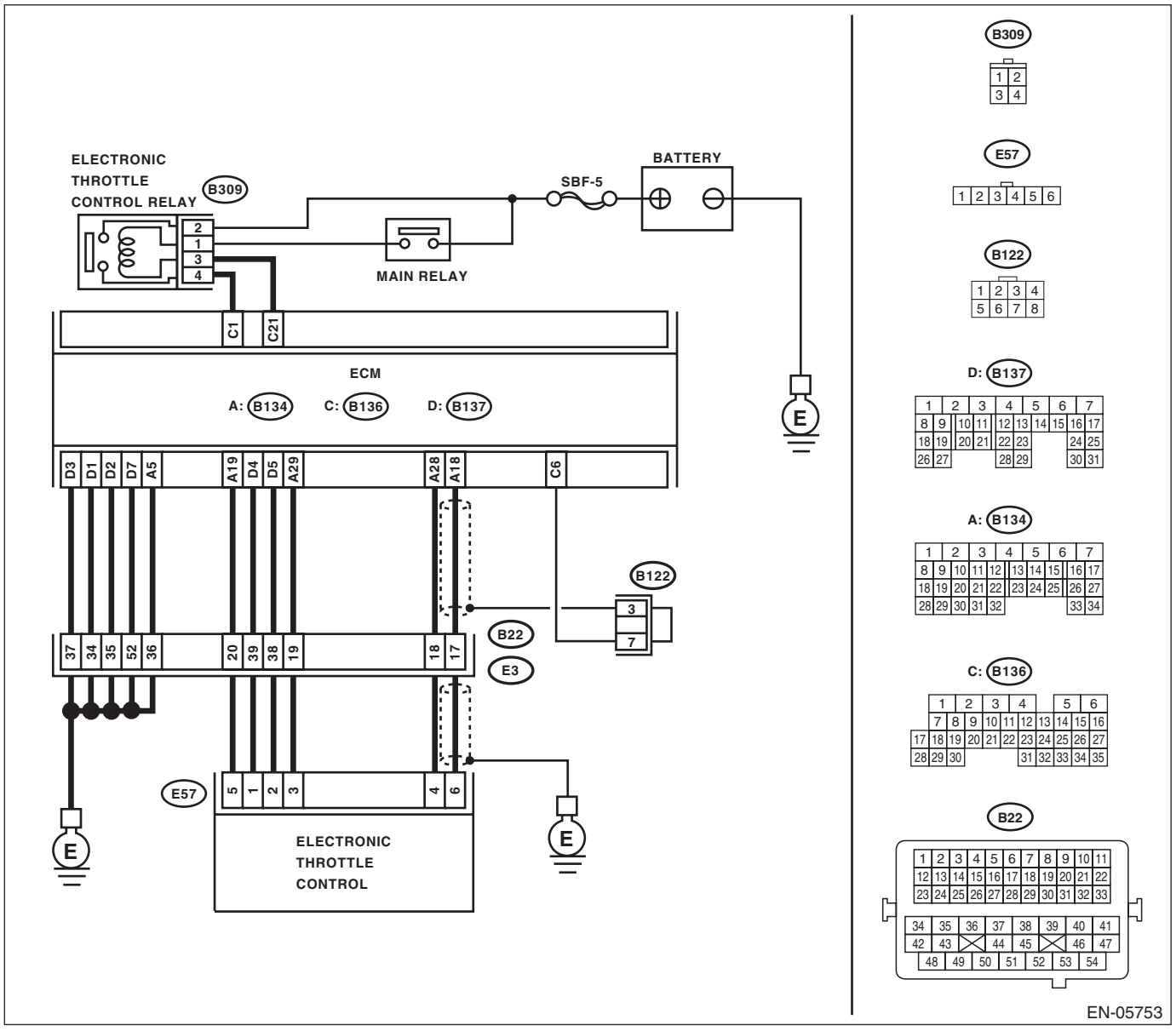
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance of harness between ECM and electronic throttle control connector. ***Connector & terminal*** ***(B134) No. 28 — (E57) No. 4:*** ***(B134) No. 29 — (E57) No. 3:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness between ECM and electronic throttle control connector.
2	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 3 — Engine ground:***	Is the resistance less than 5 Ω?	Go to step **3**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact of coupling connector
3	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to ON. 2) Measure the voltage between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 4 (+) — Engine ground (–):***	Is the voltage 4.85 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.	Go to step **4**.
4	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM connectors. ***Connector & terminal*** ***(B134) No. 19 — (B134) No. 28:***	Is the resistance 1 MΩ or more?	Repair the poor contact of electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4SO)-12, Throttle Body.>	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.

AT:DTC P0301 CYLINDER 1 MISFIRE DETECTED

NOTE:
For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(H4SO)(diag)-183, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AU:DTC P0302 CYLINDER 2 MISFIRE DETECTED

NOTE:
For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(H4SO)(diag)-183, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AV:DTC P0303 CYLINDER 3 MISFIRE DETECTED

NOTE:
For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(H4SO)(diag)-183, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AW:DTC P0304 CYLINDER 4 MISFIRE DETECTED

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- Immediately at fault recognition (A misfire which could damage catalyst occurs.)
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-100, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-103, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

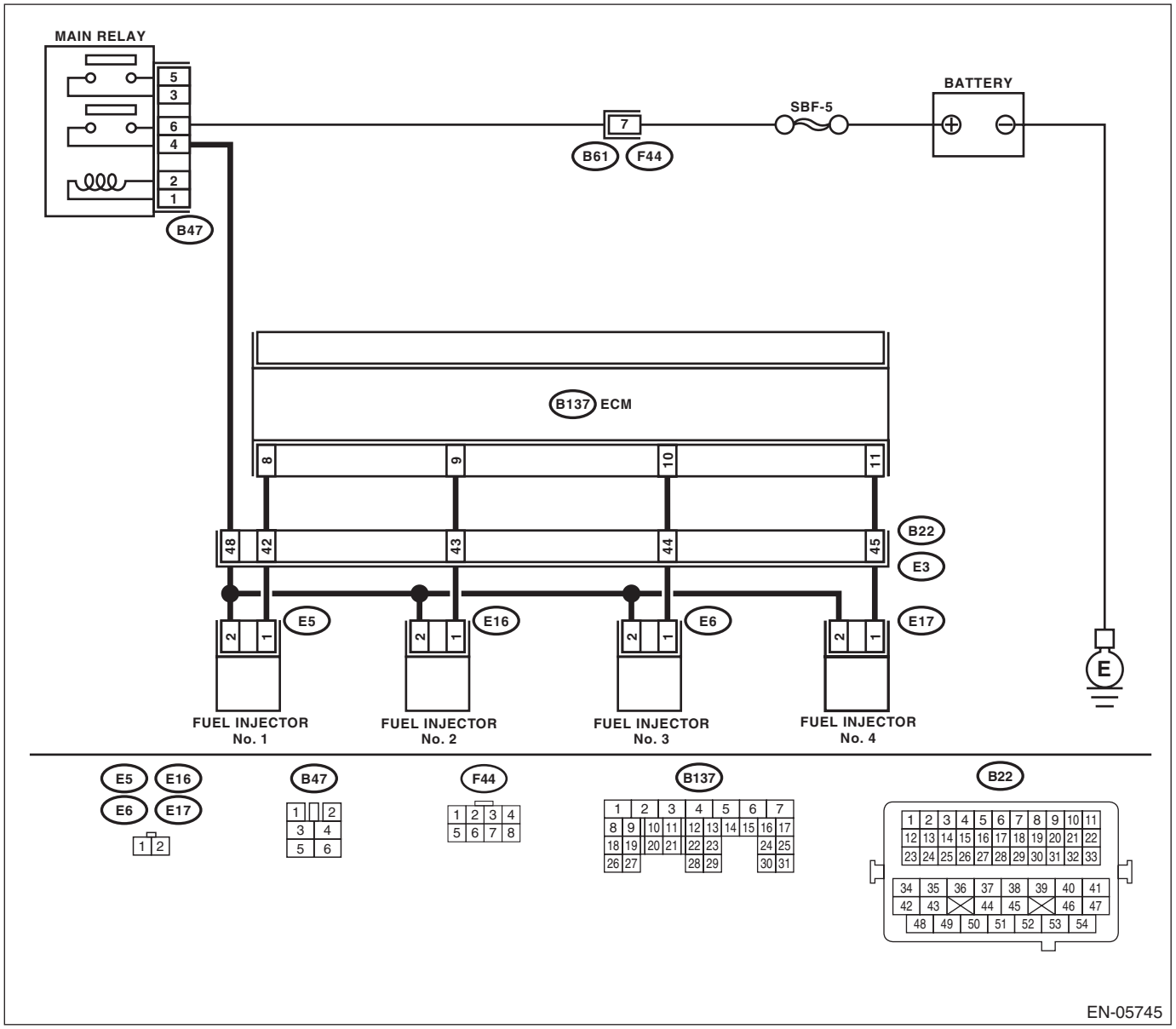
TROUBLE SYMPTOM:

- Engine stalls.
- Erroneous idling
- Rough driving

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL OF ECM.** 1) Turn the ignition switch to ON. 2) Measure the voltage between the ECM and chassis ground for faulty cylinders. ***Connector & terminal*** ***#1 (B137) No. 8 (+) — Chassis ground (–):*** ***#2 (B137) No. 9 (+) — Chassis ground (–):*** ***#3 (B137) No. 10 (+) — Chassis ground (–):*** ***#4 (B137) No. 11 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **6**.	Go to step **2**.
2	**CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector on faulty cylinders. 3) Measure the resistance between the fuel injector connector and engine ground on faulty cylinders. ***Connector & terminal*** ***#1 (E5) No. 1 — Engine ground:*** ***#2 (E16) No. 1 — Engine ground:*** ***#3 (E6) No. 1 — Engine ground:*** ***#4 (E17) No. 1 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and fuel injector.
3	**CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR.** Measure the resistance of harness between the ECM and fuel injector on faulty cylinders. ***Connector & terminal*** ***#1 (B137) No. 8 — (E5) No. 1:*** ***#2 (B137) No. 9 — (E16) No. 1:*** ***#3 (B137) No. 10 — (E6) No. 1:*** ***#4 (B137) No. 11 — (E17) No. 1:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and fuel injector connector • Poor contact in coupling connector
4	**CHECK FUEL INJECTOR.** Measure the resistance between fuel injector terminals on faulty cylinder. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 5 and 20 Ω?	Go to step **5**.	Replace the faulty fuel injector. <Ref. to FU(H4SO)-31, Fuel Injector.>
5	**CHECK POWER SUPPLY LINE.** 1) Turn the ignition switch to ON. 2) Measure the voltage between fuel injector and engine ground on faulty cylinders. ***Connector & terminal*** ***#1 (E5) No. 2 (+) — Engine ground (–):*** ***#2 (E16) No. 2 (+) — Engine ground (–):*** ***#3 (E6) No. 2 (+) — Engine ground (–):*** ***#4 (E17) No. 2 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Repair the poor contact of all connectors in fuel injector circuit.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay and fuel injector connector on faulty cylinders • Poor contact in coupling connector • Poor contact in main relay connector • Poor contact in fuel injector connector on faulty cylinders

	Step	Check	Yes	No
6	**CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector on faulty cylinders. 3) Turn the ignition switch to ON. 4) Measure the voltage between the ECM and chassis ground for faulty cylinders. ***Connector & terminal*** ***#1 (B137) No. 8 (+) — Chassis ground (–):*** ***#2 (B137) No. 9 (+) — Chassis ground (–):*** ***#3 (B137) No. 10 (+) — Chassis ground (–):*** ***#4 (B137) No. 11 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between the ECM and fuel injector.	Go to step **7**.
7	**CHECK FUEL INJECTOR.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between fuel injector terminals on faulty cylinder. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance less than 1 Ω?	Replace the faulty fuel injector. <Ref. to FU(H4SO)-31, Fuel Injector.>	Go to step **8**.
8	**CHECK INSTALLATION OF CAMSHAFT POSITION SENSOR/CRANKSHAFT POSITION SENSOR.**	Is the camshaft position sensor or crankshaft position sensor loosely installed?	Tighten the camshaft position sensor or crankshaft position sensor.	Go to step **9**.
9	**CHECK CRANK SPROCKET.** Remove the timing belt cover.	Is the crank sprocket rusted or does it have damaged teeth?	Replace the crank sprocket. <Ref. to ME(H4SO)-52, Crank Sprocket.>	Go to step **10**.
10	**CHECK INSTALLATION CONDITION OF TIMING BELT.** Turn the crankshaft, and align alignment mark on crank sprocket with alignment mark on cylinder block. ST 499987500 CRANKSHAFT SOCKET	Is the timing belt dislocated from its proper position?	Repair the installation condition of timing belt. <Ref. to ME(H4SO)-45, Timing Belt.>	Go to step **11**.
11	**CHECK FUEL LEVEL.**	Is the fuel meter indication higher than the “Lower” level?	Go to step **12**.	Replenish the fuel so that fuel meter indication is higher than the “Lower” level. After replenishing fuel, Go to step **12**.
12	**CHECK STATUS OF MALFUNCTION INDICATOR LIGHT.** 1) Clear the memory using the Subaru Select Monitor or general scan tool. <Ref. to EN(H4SO)(diag)-63, Clear Memory Mode.> 2) Start the engine, and drive the vehicle more than 10 minutes.	Does the malfunction indicator light illuminate or blink?	Go to step **14**.	Go to step **13**.

	Step	Check	Yes	No
13	**CHECK CAUSE OF MISFIRE.**	Was the cause of misfire identified when the engine is running?	Finish diagnostics operation, if the engine has no abnormality.	Repair the poor contact of connector. NOTE: In this case, repair the following item: • Poor contact of ignition coil connector • Poor contact of fuel injector connector on faulty cylinders • Poor contact in ECM connector • Poor contact of coupling connector
14	**CHECK AIR INTAKE SYSTEM.**	Is there any fault in air intake system?	Repair the air intake system. NOTE: Check the following items. • Are there air leaks or air suction caused by loose or dislocated nuts and bolts? • Are there cracks or any disconnection of hoses?	Go to step **15**.
15	**CHECK MISFIRE SYMPTOM.** 1) Turn the ignition switch to ON. 2) Read the DTC. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is only one DTC displayed on the Subaru Select Monitor or general scan tool?	Go to step **20**.	Go to step **16**.
16	**CHECK DTC.**	Are DTCs P0301 and P0302 displayed on the Subaru Select Monitor or general scan tool?	Go to step **21**.	Go to step **17**.
17	**CHECK DTC.**	Are DTCs P0303 and P0304 displayed on the Subaru Select Monitor or general scan tool?	Go to step **22**.	Go to step **18**.
18	**CHECK DTC.**	Are DTCs P0301 and P0303 displayed on the Subaru Select Monitor or general scan tool?	Go to step **23**.	Go to step **19**.
19	**CHECK DTC.**	Are DTCs P0302 and P0304 displayed on the Subaru Select Monitor or general scan tool?	Go to step **24**.	Go to step **25**.

Step		Check	Yes	No
20	ONLY ONE CYLINDER.	Is there any fault in the cylinder?	Repair or replace faulty parts. NOTE: Check the following items. • Spark plug • Spark plug cord • Fuel injector • Compression ratio	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-163, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
21	GROUP OF #1 AND #2 CYLINDERS.	Are there any faults in #1 and #2 cylinders?	Repair or replace faulty parts. NOTE: • Check the following items. • Spark plug • Fuel injector • Ignition coil • Compression ratio • If any fault are not found, check the "IGNITION CONTROL SYSTEM" of #1 and #2 cylinders side. <Ref. to EN(H4SO)(diag)-80, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-163, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
22	GROUP OF #3 AND #4 CYLINDERS.	Are there any faults in #3 and #4 cylinders?	Repair or replace faulty parts. NOTE: • Check the following items. • Spark plug • Fuel injector • Ignition coil • Compression ratio • If any fault are not found, check the "IGNITION CONTROL SYSTEM" of #3 and #4 cylinders side. <Ref. to EN(H4SO)(diag)-80, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-163, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

	Step	Check	Yes	No
23	**GROUP OF #1 AND #3 CYLINDERS.**	Are there any faults in #1 and #3 cylinders?	Repair or replace faulty parts. NOTE: Check the following items. • Spark plug • Fuel injector • Compression ratio • Skipping timing belt teeth	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-163, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
24	**GROUP OF #2 AND #4 CYLINDERS.**	Are there any faults in #2 and #4 cylinders?	Repair or replace faulty parts. NOTE: Check the following items. • Spark plug • Fuel injector • Compression ratio • Skipping timing belt teeth	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-163, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
25	**CYLINDER AT RANDOM.**	Is the engine idle rough?	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-163, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Repair or replace faulty parts. NOTE: Check the following items. • Spark plug • Fuel injector • Compression ratio

AX:DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-101, DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-104, DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

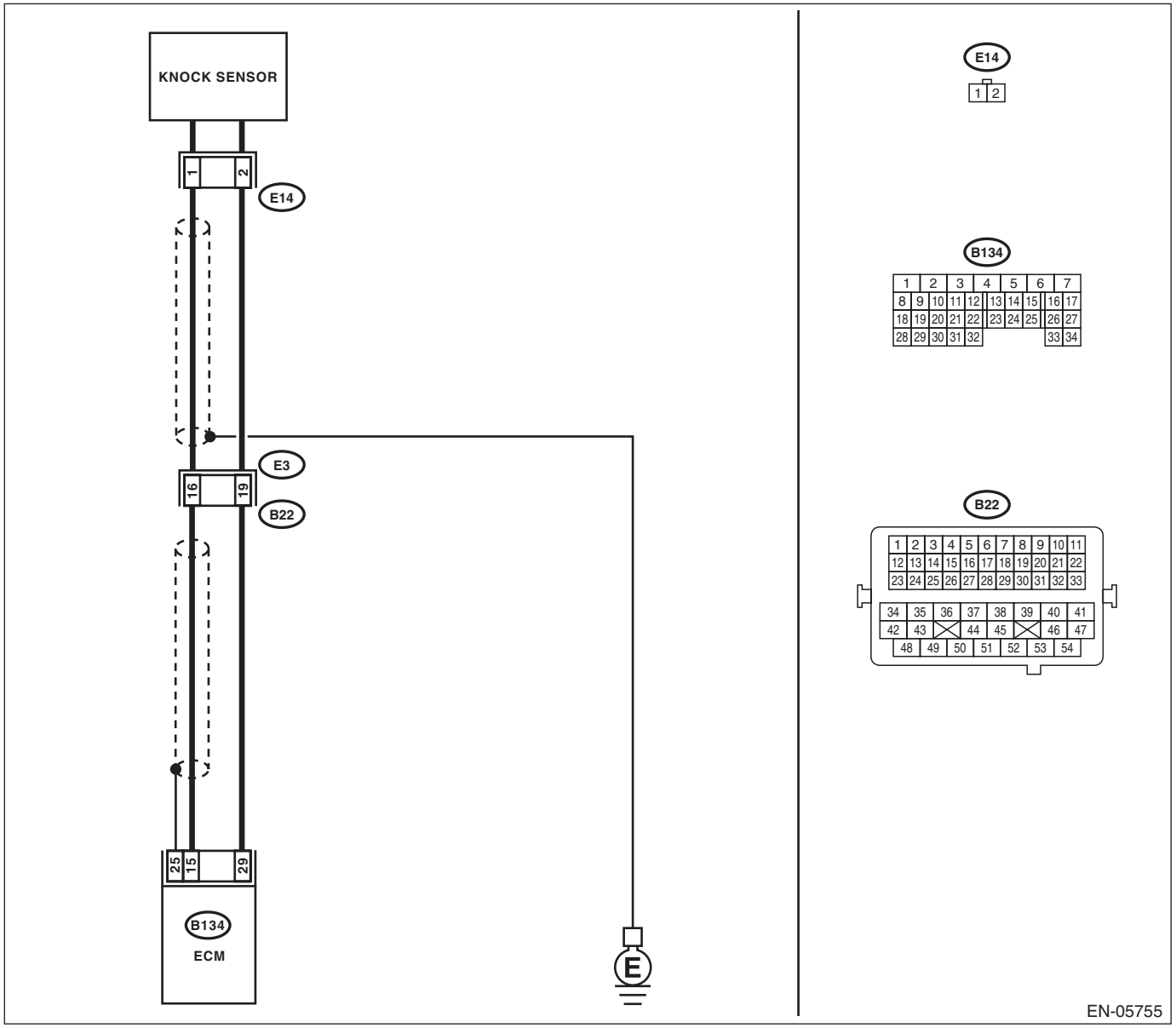
TROUBLE SYMPTOM:

- Poor driving performance
- Knocking occurs.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND KNOCK SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM connectors. ***Connector & terminal*** ***(B134) No. 15 — (B134) No. 29:***	Is the resistance 600 kΩ or more?	Go to step **2**.	Repair the poor contact of the ECM connector.
2	**CHECK KNOCK SENSOR.** 1) Disconnect the connector from knock sensor. 2) Measure the resistance between knock sensor terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance 600 kΩ or more?	Replace the knock sensor. <Ref. to FU(H4SO)-26, Knock Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and knock sensor • Poor contact in knock sensor connector • Poor contact in coupling connector

AY:DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-103, DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-106, DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

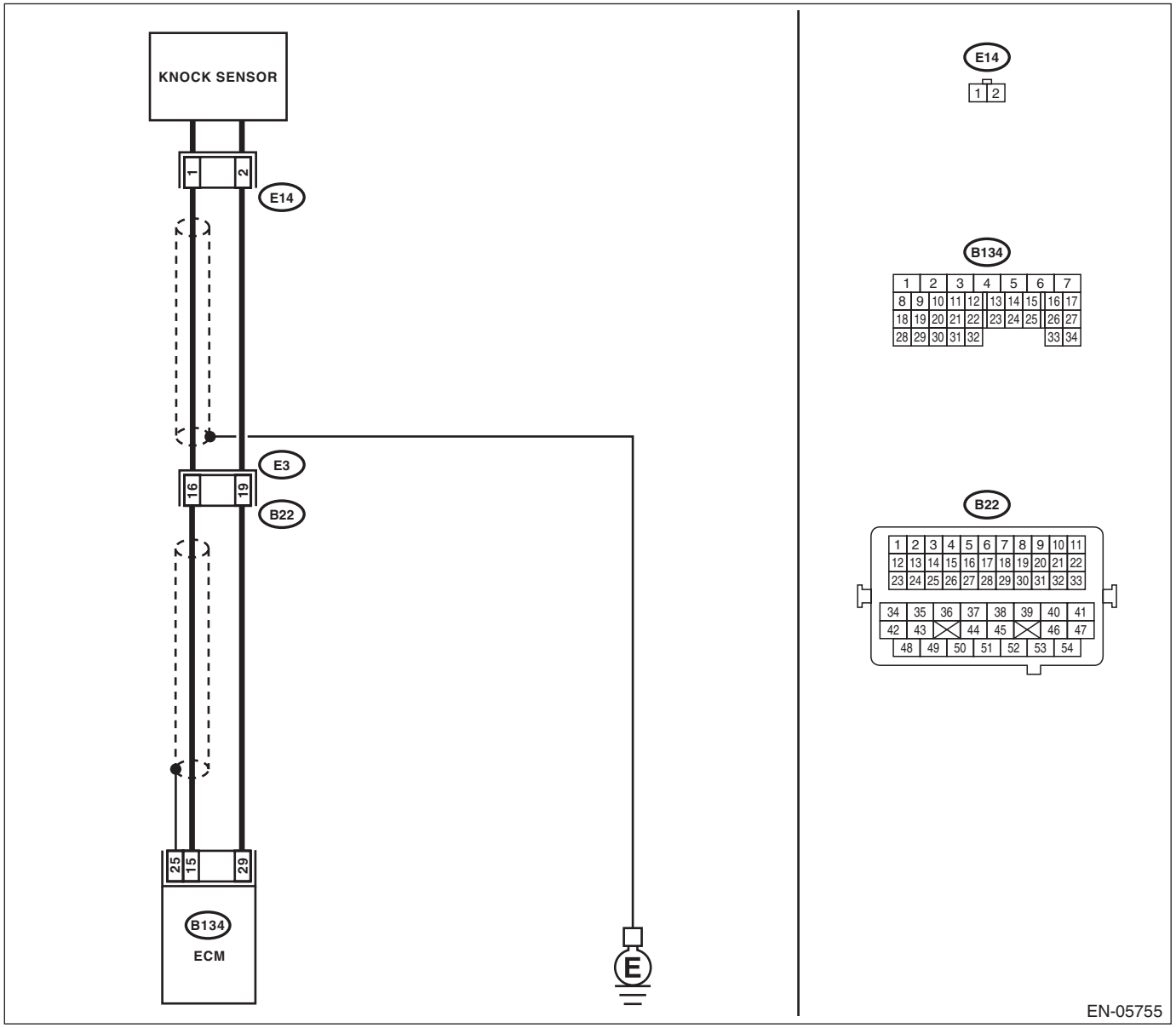
TROUBLE SYMPTOM:

- Poor driving performance
- Knocking occurs.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND KNOCK SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM connectors. ***Connector & terminal*** ***(B134) No. 15 — (B134) No. 29:***	Is the resistance less than 500 kΩ?	Go to step **2**.	Go to step **3**.
2	**CHECK KNOCK SENSOR.** 1) Disconnect the connector from knock sensor. 2) Measure the resistance between knock sensor connectors. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance less than 500 kΩ?	Replace the knock sensor. <Ref. to FU(H4SO)-26, Knock Sensor.>	Repair the ground short circuit of harness between the ECM and knock sensor connector. NOTE: The harness between both connectors are shielded. Remove the shield and repair the short circuit of the harness circuit.
3	**CHECK INPUT SIGNAL OF ECM.** 1) Connect the ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 15 (+) — Chassis ground (–):***	Is the voltage 2 V or more?	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.	Repair the poor contact of the ECM connector.

AZ:DTC P0335 CRANKSHAFT POSITION SENSOR “A” CIRCUIT

DTC DETECTING CONDITION:

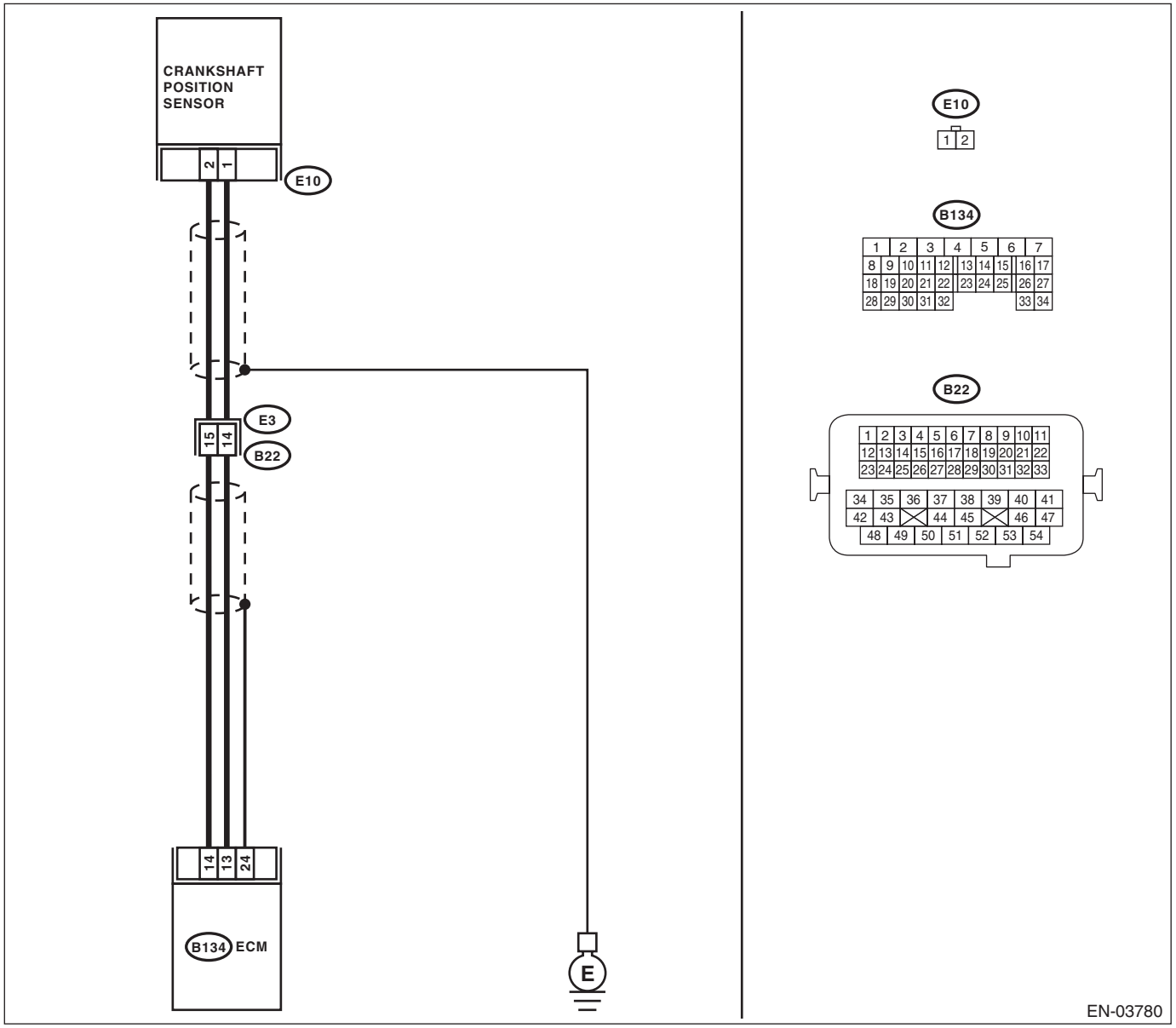
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-105, DTC P0335 CRANKSHAFT POSITION SENSOR “A” CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-108, DTC P0335 CRANKSHAFT POSITION SENSOR “A” CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK CONDITION OF CRANKSHAFT POSITION SENSOR.**	Is the crankshaft position sensor installation bolt tightened securely?	Go to step **2**.	Tighten the crankshaft position sensor installation bolt securely.
2	**CHECK CRANKSHAFT POSITION SENSOR.** 1) Turn the ignition switch to OFF. 2) Remove the crankshaft position sensor. 3) Measure the resistance between connector terminals of crankshaft position sensor. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 1 — 4 kΩ?	Go to step **3**.	Replace the crankshaft position sensor. <Ref. to FU(H4SO)-24, Crankshaft Position Sensor.>
3	**CHECK HARNESS BETWEEN ECM AND CRANK SHAFT POSITION SENSOR.** 1) Disconnect the connectors from ECM. 2) Measure the resistance of harness between the ECM and crankshaft position sensor connector. ***Connector & terminal*** ***(B134) No. 13 — (E10) No. 1:*** ***(B134) No. 14 — (E10) No. 2:***	Is the resistance less than 1 Ω?	Repair the poor contact of the ECM and crankshaft position sensor connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and crankshaft position sensor connector • Poor contact of coupling connector

BA:DTC P0336 CRANKSHAFT POSITION SENSOR “A” CIRCUIT RANGE/ PERFORMANCE

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-107, DTC P0336 CRANKSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-110, DTC P0336 CRANKSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

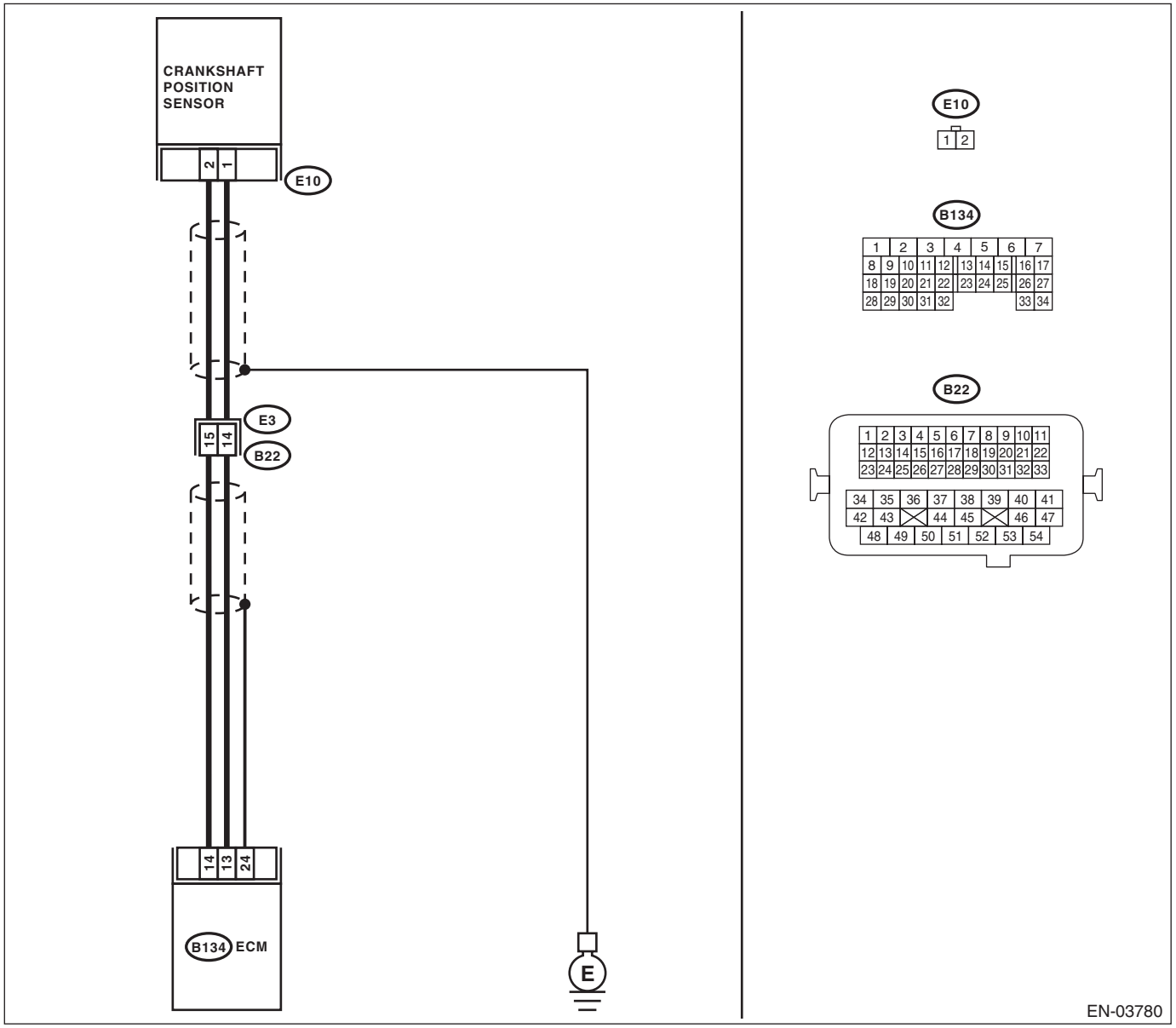
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK CONDITION OF CRANKSHAFT POSITION SENSOR.** Turn the ignition switch to OFF.	Is the crankshaft position sensor installation bolt tightened securely?	Go to step **2**.	Tighten the crankshaft position sensor installation bolt securely.
2	**CHECK CRANK SPROCKET.** Remove the timing belt cover.	Are crank sprocket teeth cracked or damaged?	Replace the crank sprocket. <Ref. to ME(H4SO)-52, Crank Sprocket.>	Go to step **3**.
3	**CHECK INSTALLATION CONDITION OF TIMING BELT.** Turn the crankshaft, and align alignment mark on crank sprocket with alignment mark on cylinder block.	Is the timing belt dislocated from its proper position?	Repair the installation condition of timing belt. <Ref. to ME(H4SO)-45, Timing Belt.>	Replace the crankshaft position sensor. <Ref. to FU(H4SO)-24, Crankshaft Position Sensor.>

BB:DTC P0340 CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 1 OR SINGLE SENSOR)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-109, DTC P0340 CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-112, DTC P0340 CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

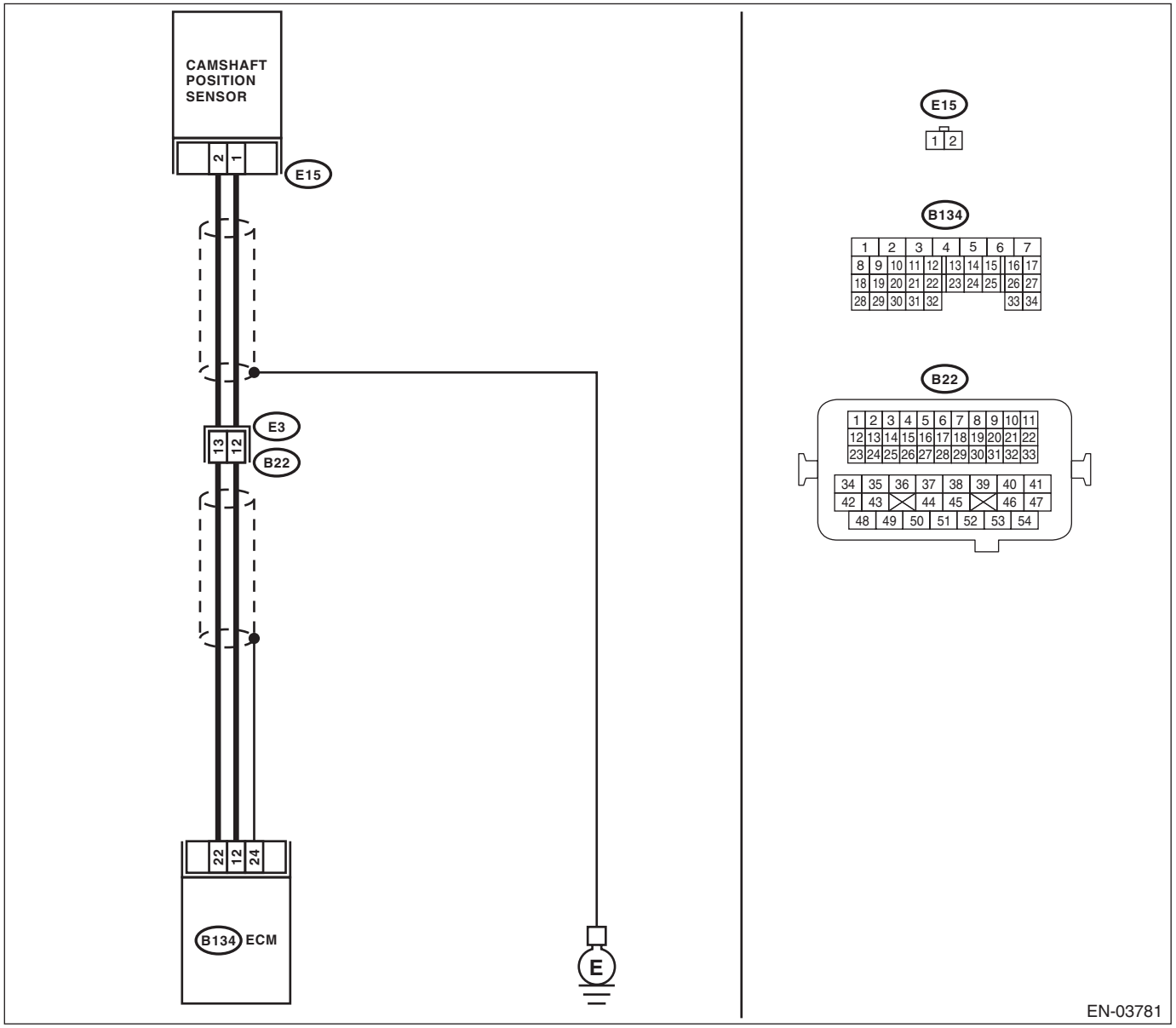
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and camshaft position sensor. 3) Measure the resistance of harness between the ECM and camshaft position sensor connector. ***Connector & terminal*** ***(B134) No. 12 — (E15) No. 1:*** ***(B134) No. 22 — (E15) No. 2:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of the harness between the ECM and camshaft position sensor • Poor contact in ECM connector • Poor contact of coupling connector
2	**CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR.** Measure the resistance between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E15) No. 1 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the short circuit to ground of harness between the ECM and camshaft position sensor. NOTE: The harness between both connectors are shielded. Remove the shield and repair the ground short circuit of the harness circuit.
3	**CHECK CONDITION OF CAMSHAFT POSITION SENSOR.**	Is the camshaft position sensor installation bolt tightened securely?	Go to step **4**.	Tighten the camshaft position sensor installation bolt securely.
4	**CHECK CAMSHAFT POSITION SENSOR.** 1) Remove the camshaft position sensor. 2) Measure the resistance between connector terminals of camshaft position sensor. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 1 — 4 kΩ?	Repair the poor contact of the ECM or camshaft position sensor connector.	Replace the camshaft position sensor. <Ref. to FU(H4SO)-25, Camshaft Position Sensor.>

BC:DTC P0341 CAMSHAFT POSITION SENSOR “A” CIRCUIT RANGE/ PERFORMANCE (BANK 1 OR SINGLE SENSOR)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-111, DTC P0341 CAMSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-114, DTC P0341 CAMSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

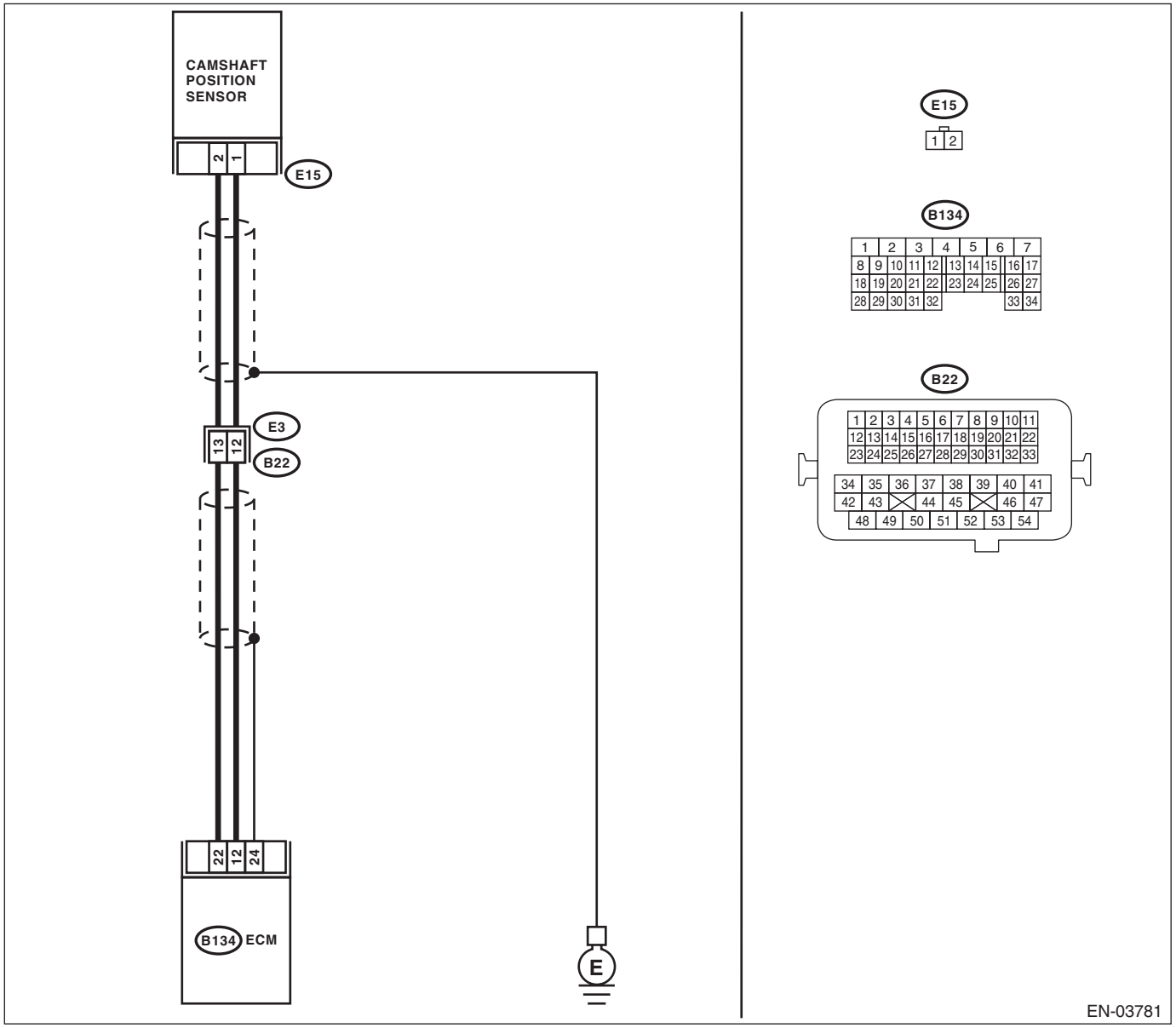
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and camshaft position sensor. 3) Measure the resistance of harness between the ECM and camshaft position sensor connector. ***Connector & terminal*** ***(B134) No. 12 — (E15) No. 1:*** ***(B134) No. 22 — (E15) No. 2:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of the harness between the ECM and camshaft position sensor • Poor contact in ECM connector • Poor contact of coupling connector
2	**CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR.** Measure the resistance between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E15) No. 1 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the short circuit to ground of harness between the ECM and camshaft position sensor. NOTE: The harness between both connectors are shielded. Remove the shield and repair the ground short circuit of the harness circuit.
3	**CHECK CONDITION OF CAMSHAFT POSITION SENSOR.**	Is the camshaft position sensor installation bolt tightened securely?	Go to step **4**.	Tighten the camshaft position sensor installation bolt securely.
4	**CHECK CAMSHAFT POSITION SENSOR.** 1) Remove the camshaft position sensor. 2) Measure the resistance between connector terminals of camshaft position sensor. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 1 — 4 kΩ?	Go to step **5**.	Replace the camshaft position sensor. <Ref. to FU(H4SO)-25, Camshaft Position Sensor.>
5	**CHECK CAM SPROCKET.** Remove the timing belt cover. <Ref. to ME(H4SO)-44, Timing Belt Cover.>	Are cam sprocket teeth cracked or damaged?	Replace the cam sprocket. <Ref. to ME(H4SO)-50, Cam Sprocket.>	Go to step **6**.
6	**CHECK INSTALLATION CONDITION OF TIMING BELT.** Turn the crankshaft using ST, and align alignment mark on cam sprocket with alignment mark on timing belt cover LH. ST 499987500 CRANKSHAFT SOCKET	Is the timing belt dislocated from its proper position?	Repair the installation condition of the timing belt. <Ref. to ME(H4SO)-45, Timing Belt.>	Replace the camshaft position sensor. <Ref. to FU(H4SO)-25, Camshaft Position Sensor.>

BD:DTC P0400 EXHAUST GAS RECIRCULATION FLOW

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-113, DTC P0400 EXHAUST GAS RECIRCULATION FLOW, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-116, DTC P0400 EXHAUST GAS RECIRCULATION FLOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

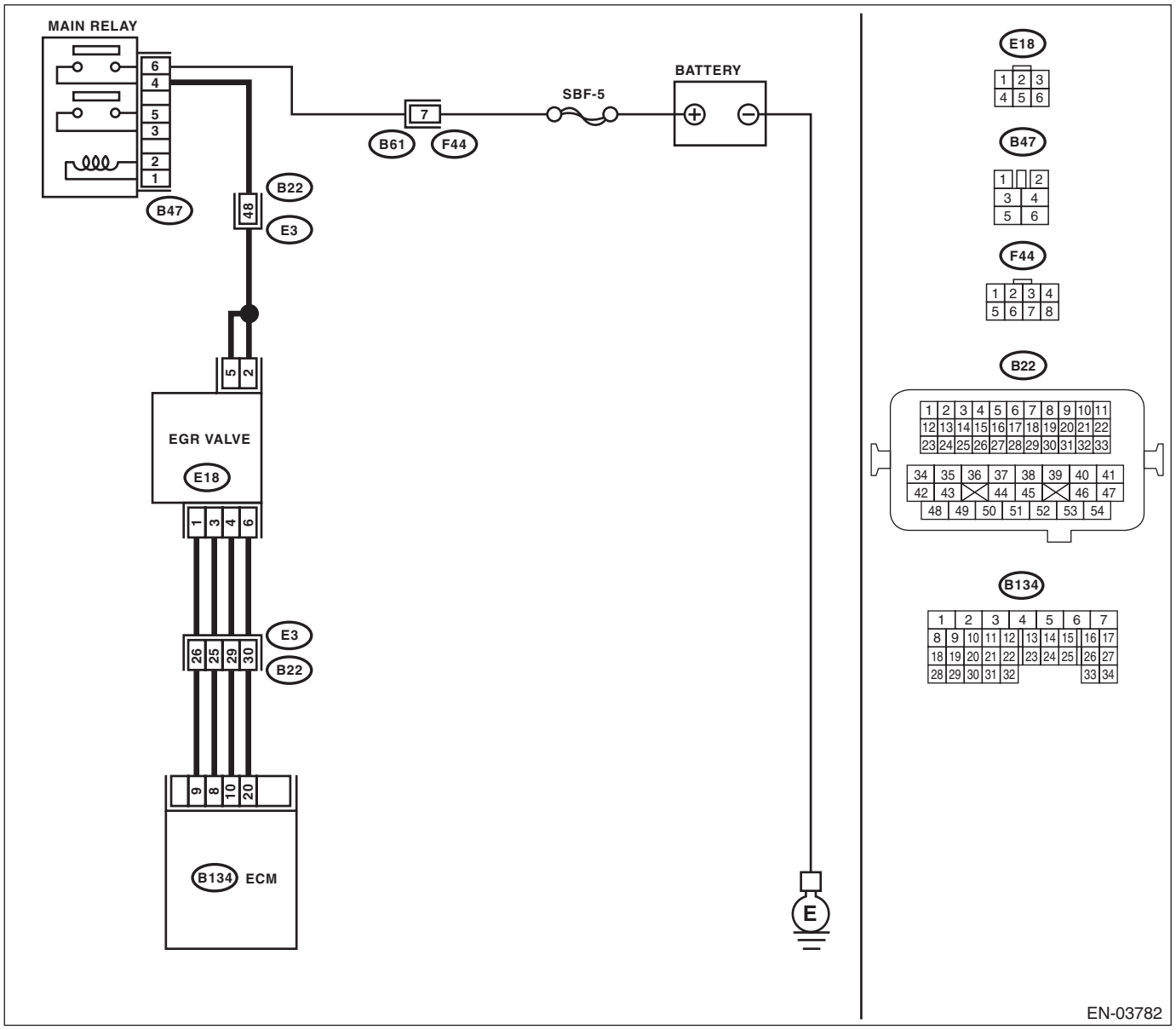
TROUBLE SYMPTOM:

- Movement performance problem when engine is low speed.
- Erroneous idling
- Movement performance problem

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine. 2) Read data of intake manifold absolute pressure signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the measured value 53.3 kPa (400 mmHg, 15.75 inHg) or more?	Make sure that the EGR valve, manifold absolute pressure sensor and throttle body are installed securely.	Go to step **2**.
2	**CHECK EGR VALVE.** Remove the EGR valve.	Are there holes, plugged piping or foreign objects caught in the EGR system?	Repair the EGR system.	Replace the EGR valve. <Ref. to FU(H4SO)-30, EGR Valve.>

BE:DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-116, DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-121, DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

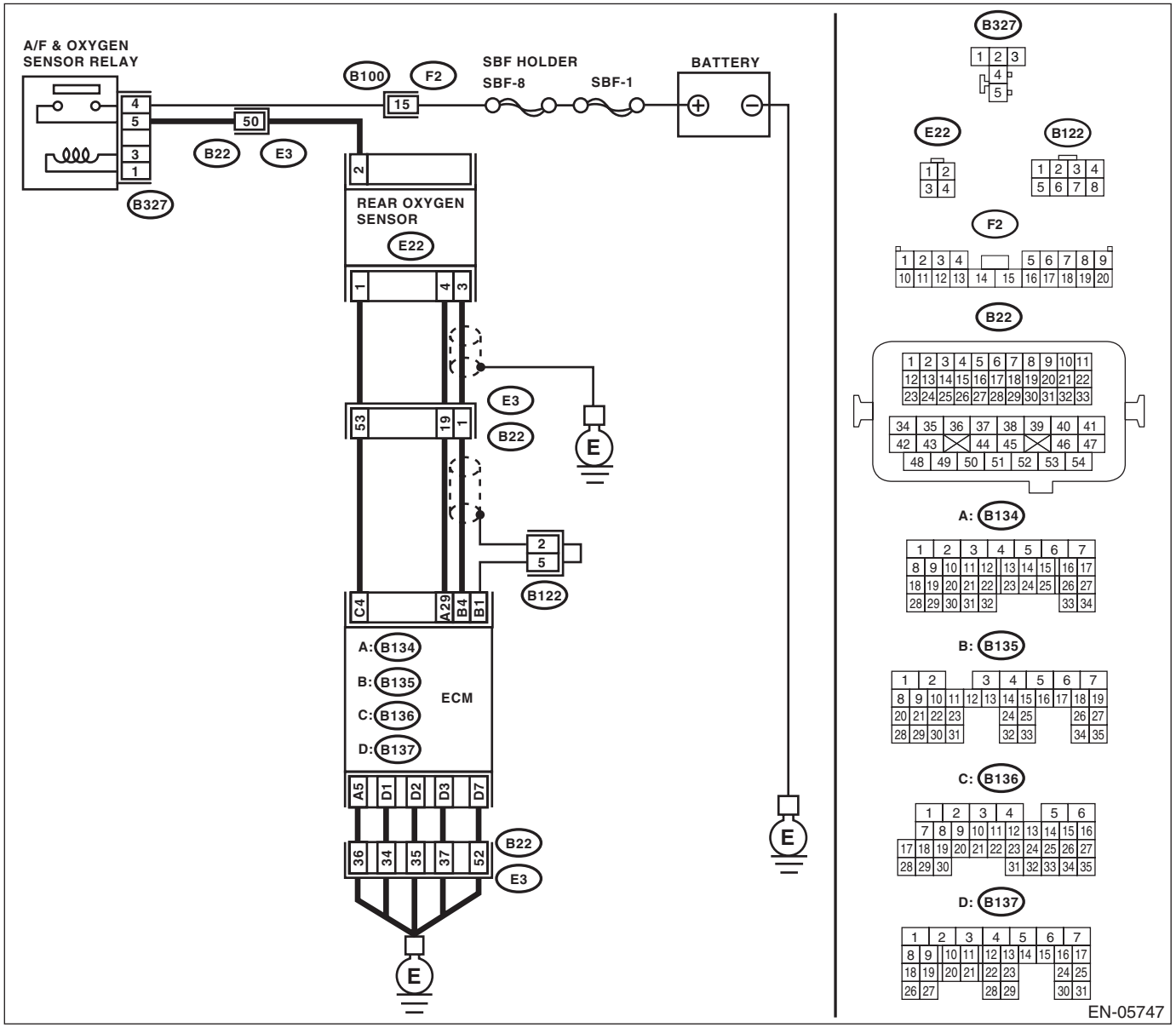
TROUBLE SYMPTOM:

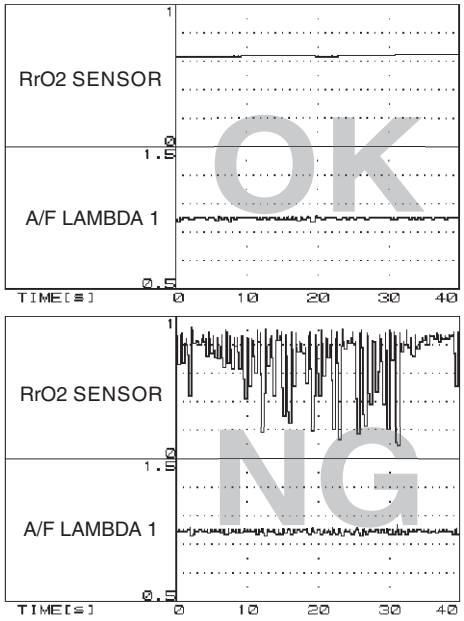
- Engine stalls.
- Idle mixture is out of specifications.

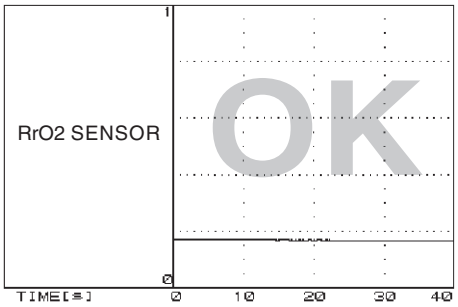
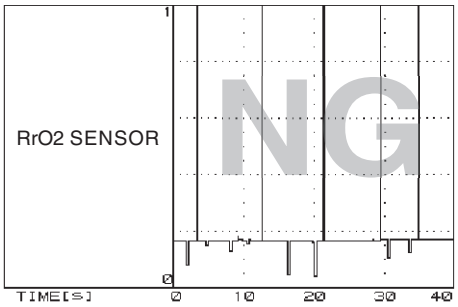
CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK EXHAUST SYSTEM.** Check for gas leaks or air suction caused by loose or dislocated nuts and bolts, and open hole at exhaust pipes. NOTE: Check the following positions. • Between cylinder head and front exhaust pipe • Between front exhaust pipe and front catalytic converter • Between front catalytic converter and rear catalytic converter • Looseness and improper attachment of front oxygen (A/F) sensor or rear oxygen sensor	Is there any fault in exhaust system?	Repair or replace the exhaust system. <Ref. to EX(H4SO)-2, General Description.>	Go to step **2**.
2	**CHECK WAVEFORM DATA ON SUBARU SELECT MONITOR (WHILE DRIVING).** 1) Drive the vehicle at a constant speed of 80 — 112 km/h (50 — 70 MPH). 2) Keep the condition of step 1) for 5 minutes, then read the waveform data in a driving condition using Subaru Select Monitor.  EN-04895	Is normal waveform pattern displayed?	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.	Go to step **3**.

	Step	Check	Yes	No
3	**CHECK WAVEFORM DATA ON SUBARU SELECT MONITOR (WHILE IDLING).** 1) Idle the engine. 2) Under the condition of step 1), read the waveform data using Subaru Select Monitor.   EN-04896	Is normal waveform pattern displayed?	Go to step **4**.	Go to step **5**.
4	**CHECK CATALYTIC CONVERTER.**	Is the catalytic converter damaged?	Replace the catalytic converter. <Ref. to EC(H4SO)-3, Front Catalytic Converter.>	Go to step **5**.
5	**CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.**	Has water entered the connector?	Completely remove any water inside.	Go to step **6**.
6	**CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. ***Connector & terminal*** ***(B135) No. 4 — (E22) No. 3:*** ***(B134) No. 29 — (E22) No. 4:***	Is the resistance less than 1 Ω?	Go to step **7**.	Repair the open circuit of harness between ECM and rear oxygen sensor connector.

Step		Check	Yes	No
7	**CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR.** 1) Turn the ignition switch to ON. 2) Measure the resistance between rear oxygen sensor connector and chassis ground. ***Connector & terminal*** ***(E22) No. 3 (+) — Chassis ground (–):***	Is the voltage 0.2 — 0.5 V?	Go to step **8**.	Repair the harness and connector. NOTE: Repair the following points. • Open circuit of harness between the ECM and rear oxygen sensor • Poor contact of the ECM and rear oxygen sensor • Poor contact in ECM connector
8	**CHECK REAR OXYGEN SENSOR SHIELD.** 1) Turn the ignition switch to OFF. 2) Bare the harness sensor shield on the body side of rear oxygen sensor connector. 3) Measure the resistance between sensor shield and chassis ground.	Is the resistance less than 1 Ω?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-39, Rear Oxygen Sensor.>	Repair the open circuit in rear oxygen sensor harness.

BF:DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-118, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-124, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

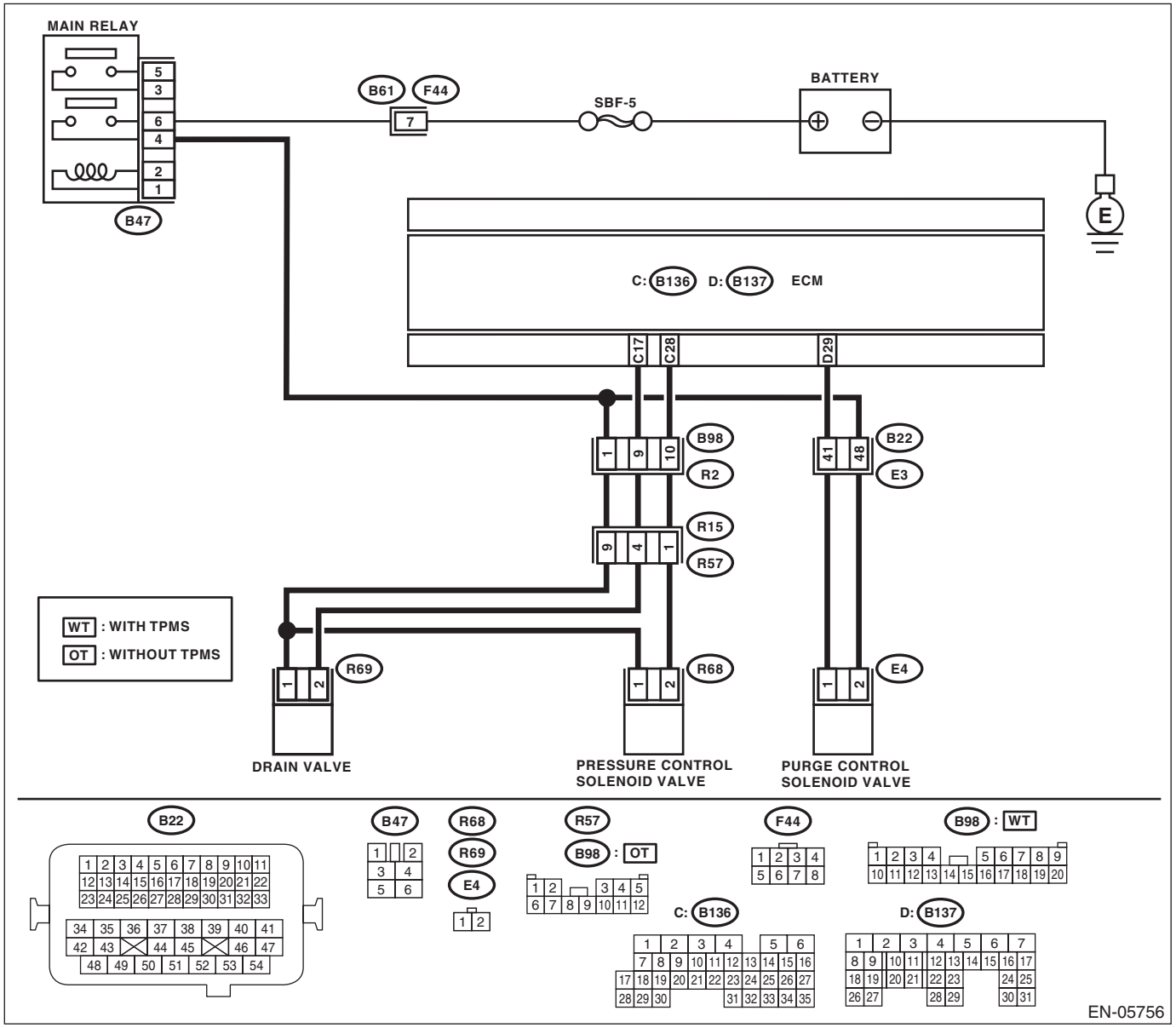
TROUBLE SYMPTOM:

- Fuel odor
- There is a hole of more than 1.0 mm (0.04 in) dia. in evaporation system or fuel tank.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK FUEL FILLER CAP.** 1) Turn the ignition switch to OFF. 2) Check the fuel filler cap. NOTE: The DTC is stored in memory if fuel filler cap is or was loose or if the cap chain was caught while tightening.	Is the fuel filler cap tightened securely?	Go to step **2**.	Tighten fuel filler cap securely.
2	**CHECK FUEL FILLER CAP.**	Is the fuel filler cap genuine?	Go to step **3**.	Replace with a genuine fuel filler cap.
3	**CHECK FUEL FILLER PIPE GASKET.**	Is there any damage to the seal between fuel filler cap and fuel filler pipe?	Repair or replace the fuel filler cap and fuel filler pipe. <Ref. to FU(H4SO)-49, Fuel Filler Pipe.>	Go to step **4**.
4	**CHECK DRAIN VALVE.** 1) Connect the delivery (test) mode connector. 2) Turn the ignition switch to ON. 3) Operate the drain valve using the Subaru Select Monitor. NOTE: Drain valve operation can be executed using Subaru Select Monitor. Regarding the procedures, refer to “Compulsory Valve Operation Check Mode”. <Ref. to EN(H4SO)(diag)-64, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Go to step **5**.	Replace the drain valve. <Ref. to EC(H4SO)-16, Drain Valve.>
5	**CHECK PURGE CONTROL SOLENOID VALVE.** Operate the purge control solenoid valve using the Subaru Select Monitor. NOTE: Purge control solenoid valve operation can be executed using Subaru Select Monitor. Regarding the procedures, refer to “Compulsory Valve Operation Check Mode”. <Ref. to EN(H4SO)(diag)-64, Compulsory Valve Operation Check Mode.>	Does the purge control solenoid valve operate?	Go to step **6**.	Replace the purge control solenoid valve. <Ref. to EC(H4SO)-7, Purge Control Solenoid Valve.>
6	**CHECK PRESSURE CONTROL SOLENOID VALVE.** Operate the pressure control solenoid valve using the Subaru Select Monitor. NOTE: The pressure control solenoid valve operation can be executed using the Subaru Select Monitor. Regarding the procedures, refer to “Compulsory Valve Operation Check Mode”. <Ref. to EN(H4SO)(diag)-64, Compulsory Valve Operation Check Mode.>	Does the pressure control solenoid valve operate?	Go to step **7**.	Replace the pressure control solenoid valve. <Ref. to EC(H4SO)-12, Pressure Control Solenoid Valve.>
7	**CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE.** 1) Turn the ignition switch to OFF. 2) Disconnect the delivery (test) mode connector.	Is there a hole of more than 1.0 mm (0.04 in) dia. in evaporation line?	Repair or replace the evaporation line. <Ref. to FU(H4SO)-60, Fuel Delivery and Evaporation Lines.>	Go to step **8**.

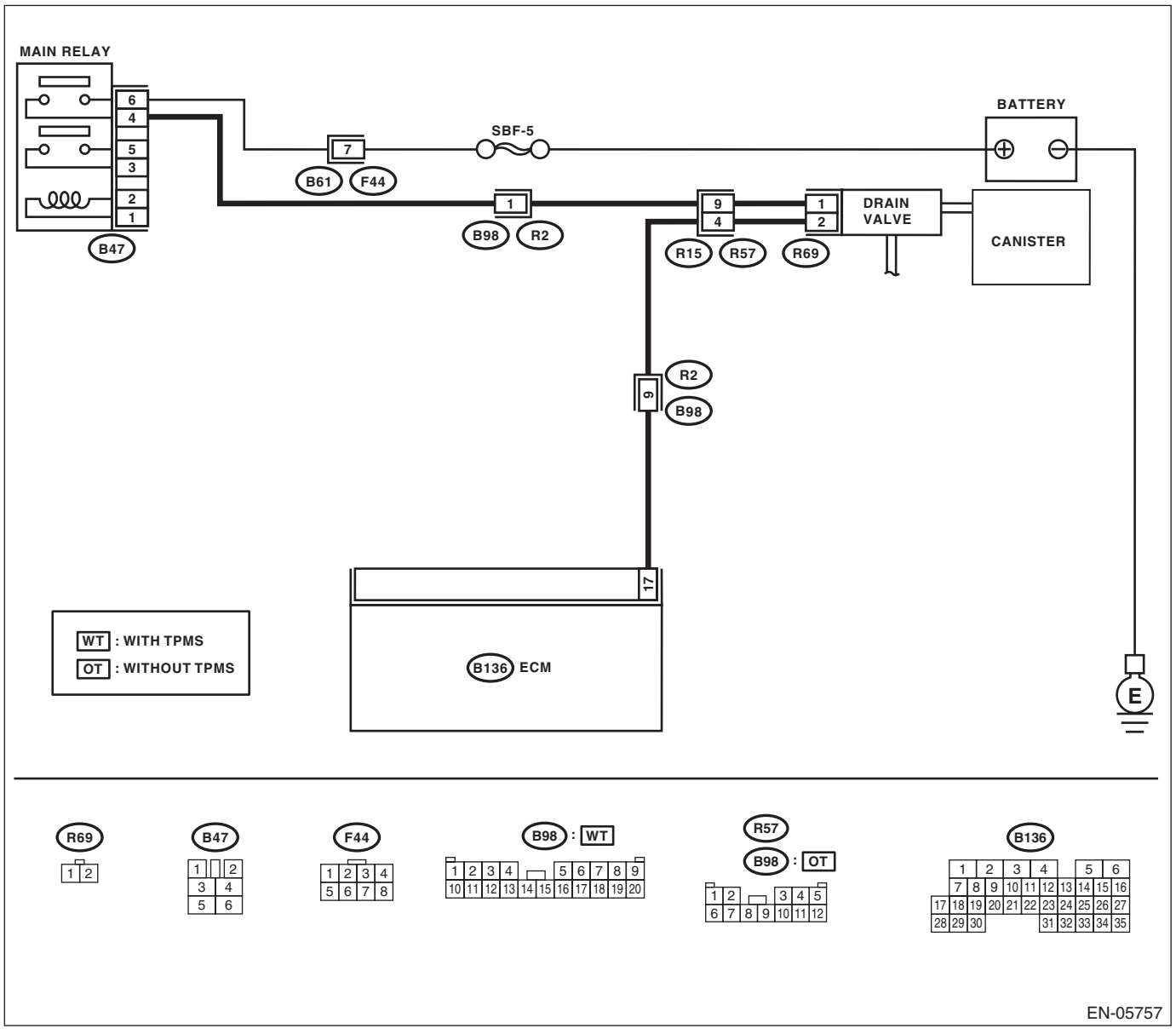
Step		Check	Yes	No
8	**CHECK CANISTER.**	Is the canister damaged or is there a hole of more than 1.0 mm (0.04 in) dia. in it?	Repair or replace the canister. <Ref. to EC(H4SO)-6, Canister.>	Go to step **9**.
9	**CHECK FUEL TANK.** Remove the fuel tank. <Ref. to FU(H4SO)-46, Fuel Tank.>	Is the fuel tank damaged or is there any hole of more than 1.0 mm (0.04 in) dia. in it?	Repair or replace the fuel tank. <Ref. to FU(H4SO)-46, Fuel Tank.>	Go to step **10**.
10	**CHECK ANY OTHER MECHANICAL TROUBLE IN EVAPORATIVE EMISSION CONTROL SYSTEM.**	Is there any hole of more than 1.0 mm (0.04 in) dia., crack, clogging, or disconnections, bend, misconnection of hoses or pipes in evaporative emission control system?	Repair or replace the hoses or pipes.	Repair the poor contact of the ECM connector.

BG:DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-133, DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-141, DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



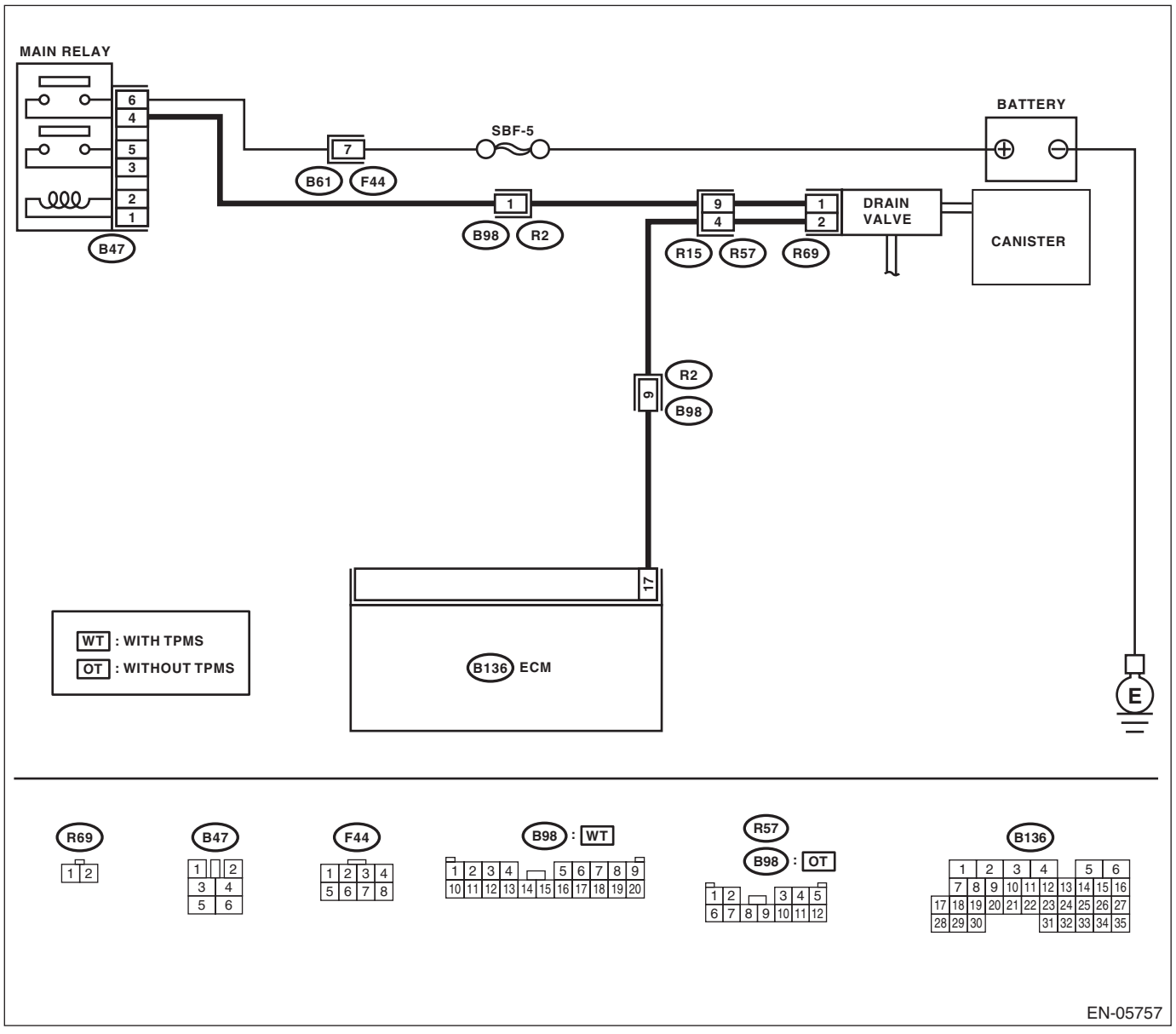
	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL OF ECM.** 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 17 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the poor contact of the ECM connector.	Go to step **2**.
2	**CHECK HARNESS BETWEEN ECM AND DRAIN VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and drain valve. 3) Measure the resistance between the drain valve connector and chassis ground. ***Connector & terminal*** ***(R69) No. 2 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and drain valve connector.
3	**CHECK HARNESS BETWEEN ECM AND DRAIN VALVE.** Measure the resistance of harness between ECM and drain valve connector. ***Connector & terminal*** ***(B136) No. 17 — (R69) No. 2:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and drain valve connector • Poor contact in coupling connector
4	**CHECK DRAIN VALVE.** Measure the resistance between drain valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 10 — 100 Ω?	Go to step **5**.	Replace the drain valve. <Ref. to EC(H4SO)-16, Drain Valve.>
5	**CHECK POWER SUPPLY TO DRAIN VALVE.** 1) Turn the ignition switch to ON. 2) Measure the voltage between drain valve and chassis ground. ***Connector & terminal*** ***(R69) No. 1 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the poor contact of drain valve connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay and drain valve • Poor contact in coupling connector • Poor contact in main relay connector

BH:DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-135, DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-143, DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



EN-05757

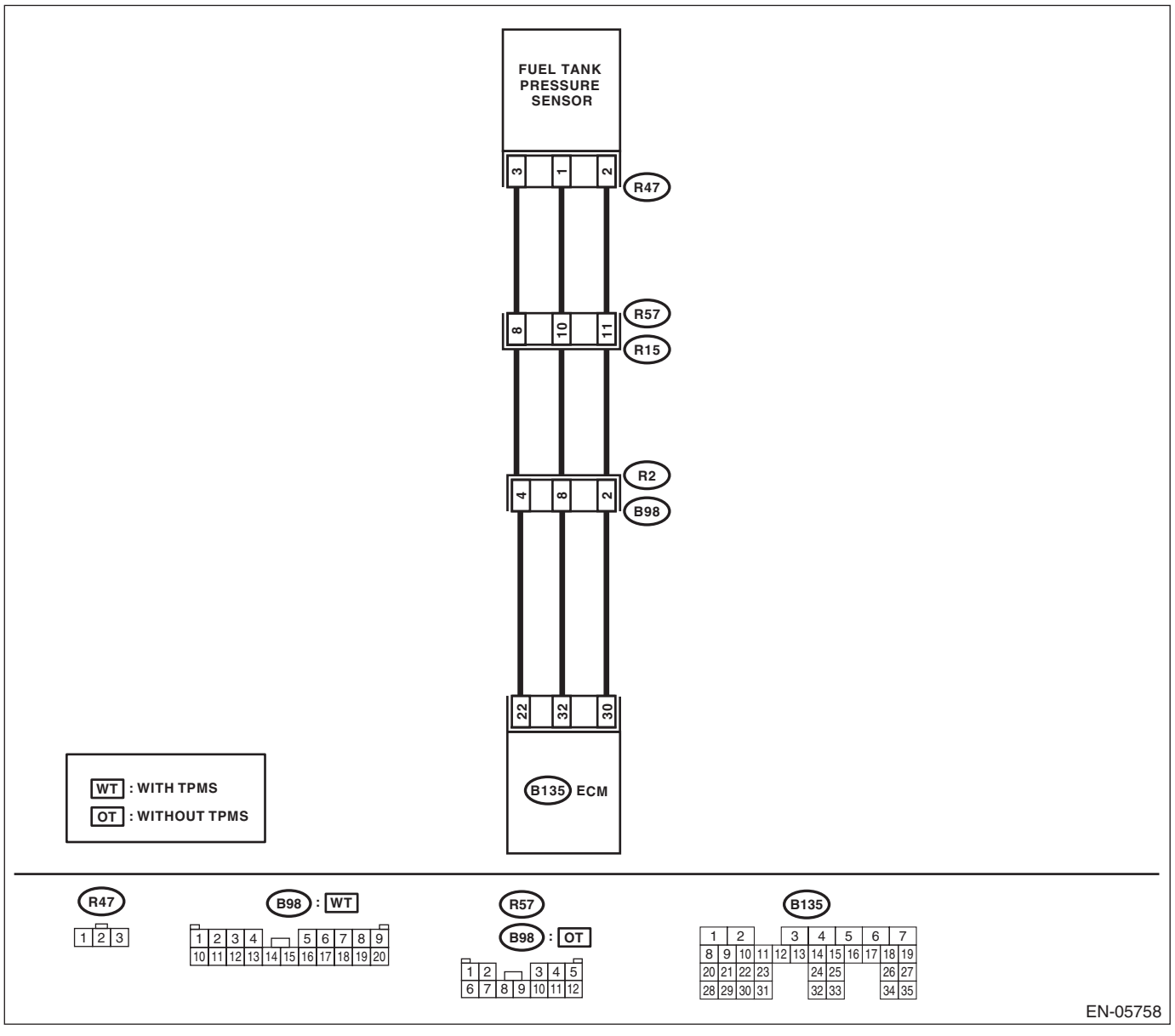
	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND DRAIN VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and drain valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 17 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and drain valve connector.	Go to step **2**.
2	**CHECK DRAIN VALVE.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between drain valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance less than 1 Ω?	Replace the drain valve. <Ref. to EC(H4SO)-16, Drain Valve.>	Repair the poor contact of the ECM connector.

BI: DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-137, DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-145, DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



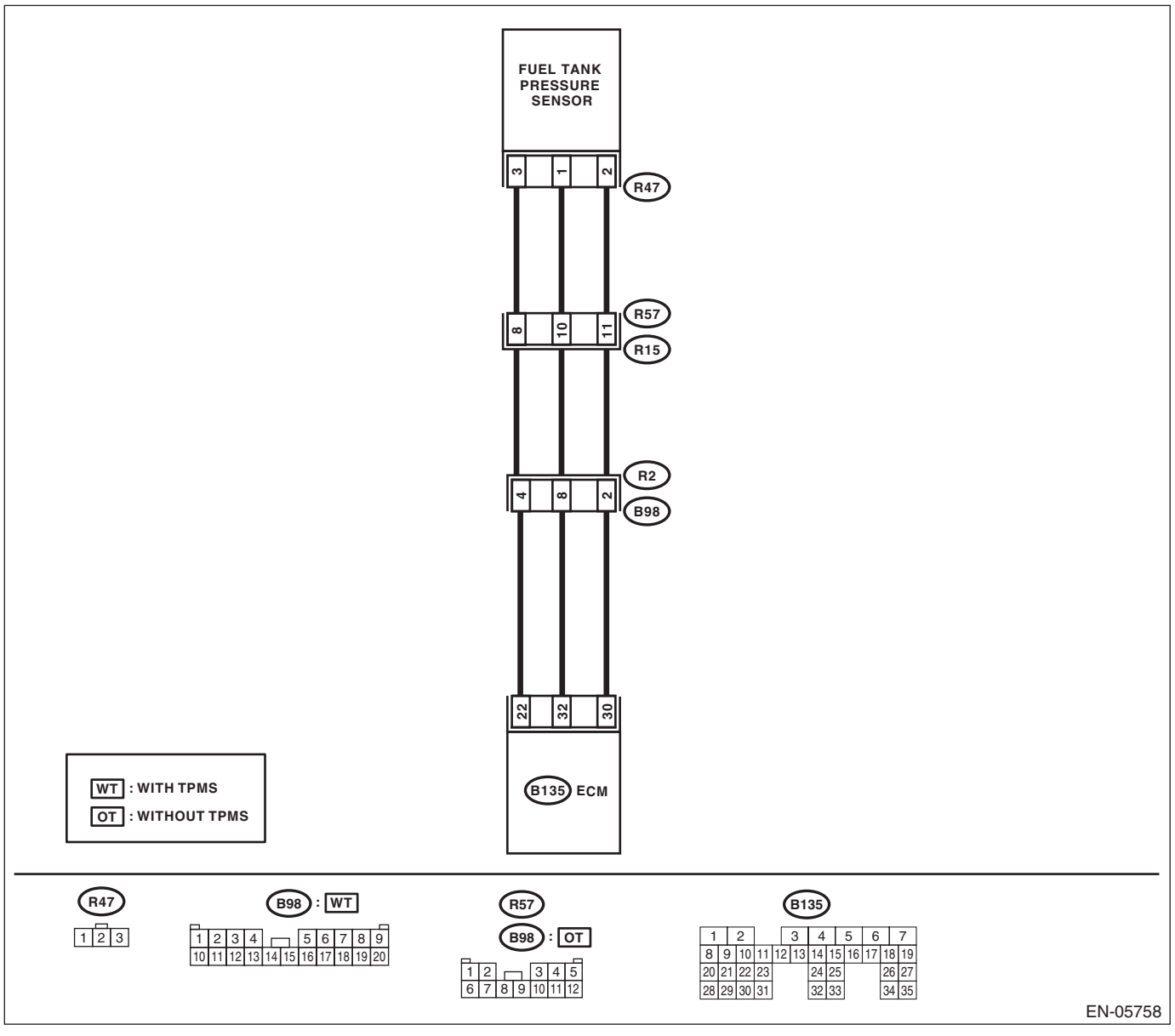
	Step	Check	Yes	No
1	**CHECK FUEL FILLER CAP.** 1) Turn the ignition switch to OFF. 2) Open the fuel flap.	Is the fuel filler cap tightened securely?	Go to step **2**.	Tighten fuel filler cap securely.
2	**CHECK PRESSURE VACUUM LINE.** NOTE: Check the following items. • Disconnection, leakage and clogging of the vacuum hoses and pipes between fuel tank pressure sensor and fuel tank • Disconnection, leakage and clogging of the air ventilation hoses and pipes between fuel filler pipe and fuel tank	Is there any fault in pressure/vacuum line?	Repair or replace the hoses and pipes.	Replace the fuel tank pressure sensor. <Ref. to EC(H4SO)-11, Fuel Tank Pressure Sensor.>

BJ:DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-139, DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-147, DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



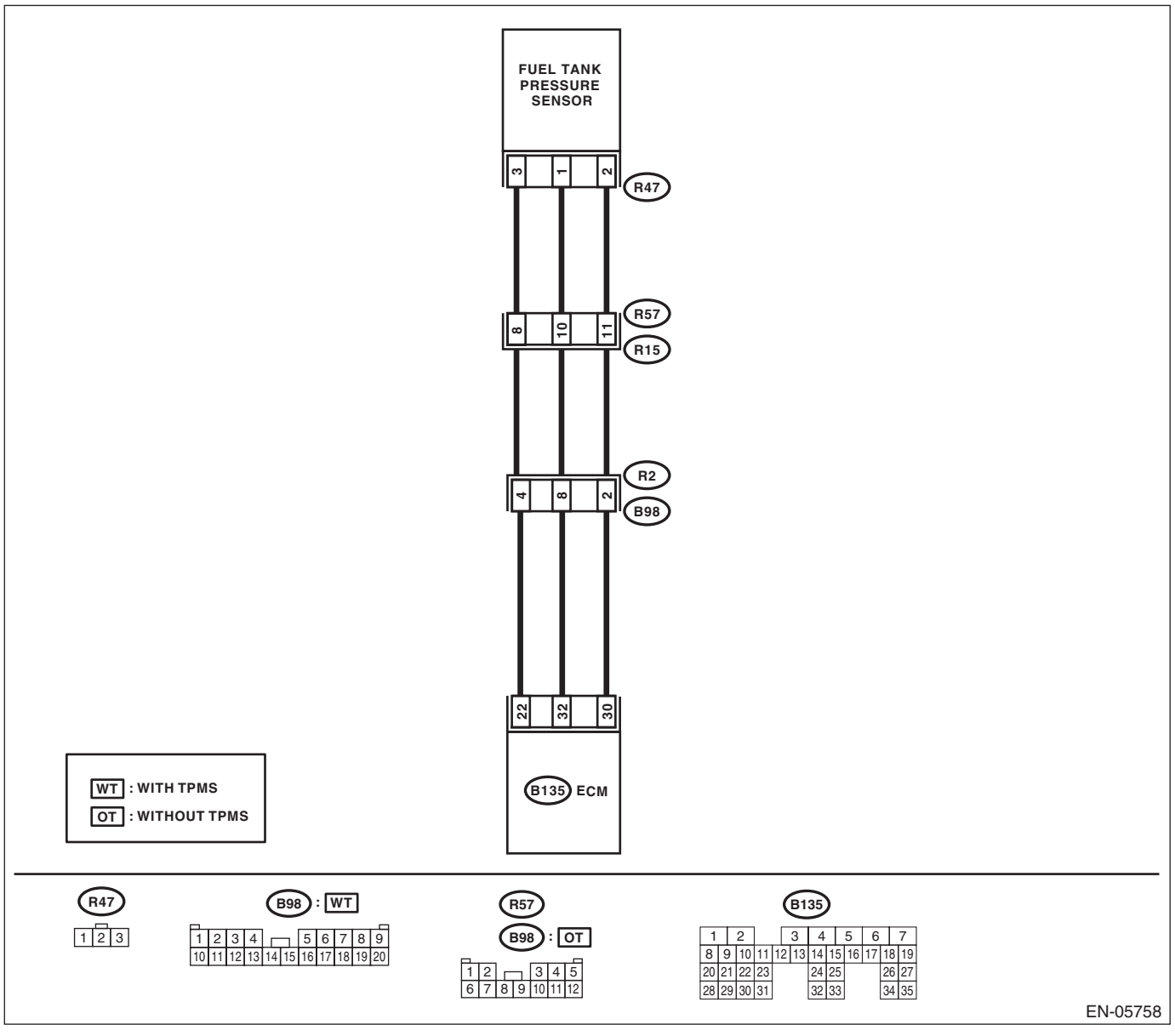
	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Turn the ignition switch to ON. 2) Read the data of fuel tank pressure sensor signal using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the measured value less than –7.45 kPa (–55.89 mmHg, –2.2003 inHg)? (U5 model) Or is it less than –7.49 kPa –56.19 mmHg, –2.212 inHg)? (U6, C0 model)	Go to step **2**.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	**CHECK FUEL TANK PRESSURE SENSOR POWER SOURCE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the fuel tank pressure sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between the fuel tank pressure sensor connector and chassis ground. ***Connector & terminal*** ***(R47) No. 3 (+) — Chassis ground (–):***	Is the voltage 4.5 V or more?	Go to step **3**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and fuel tank pressure sensor connector • Poor contact in ECM connector • Poor contact of coupling connector
3	**CHECK HARNESS BETWEEN ECM AND FUEL TANK PRESSURE SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance of harness between the ECM and fuel tank pressure sensor connector. ***Connector & terminal*** ***(B135) No. 32 — (R47) No. 1:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and fuel tank pressure sensor connector • Poor contact of coupling connector
4	**CHECK HARNESS BETWEEN ECM AND FUEL TANK PRESSURE SENSOR CONNECTOR.** Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 32 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **5**.	Repair the ground short circuit of harness between ECM and fuel tank pressure sensor connector.
5	**CHECK POOR CONTACT.** Check for poor contact between the ECM and fuel tank pressure sensor connector.	Is there poor contact in the ECM or fuel tank pressure sensor connector?	Repair the poor contact in the ECM or fuel tank pressure sensor connector.	Replace the fuel tank pressure sensor. <Ref. to EC(H4SO)-11, Fuel Tank Pressure Sensor.>

BK:DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-141, DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-149, DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Turn the ignition switch to ON. 2) Read the data of fuel tank pressure sensor signal using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the measured value 7.95 kPa (59.64 mmHg, 2.348 inHg) or more? (U5 model) Or is it 7.98 kPa (59.86 mmHg, 2.357 inHg) or more? (U6, C0 model)	Go to step **2**.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	**CHECK HARNESS BETWEEN ECM AND FUEL TANK PRESSURE SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the fuel tank pressure sensor. 3) Turn the ignition switch to ON. 4) Read the data of fuel tank pressure sensor signal using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the measured value 7.95 kPa (59.64 mmHg, 2.348 inHg) or more? (U5 model) Or is it 7.98 kPa (59.86 mmHg, 2.357 inHg) or more? (U6, C0 model)	Repair the short circuit to power in the harness between ECM and fuel tank pressure sensor connector.	Go to step **3**.
3	**CHECK HARNESS BETWEEN ECM AND FUEL TANK PRESSURE SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness between fuel tank pressure sensor connector and engine ground. ***Connector & terminal*** ***(R47) No. 2 — Engine ground:***	Is the resistance less than 5 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and fuel tank pressure sensor connector • Poor contact in ECM connector • Poor contact of coupling connector
4	**CHECK POOR CONTACT.** Check for poor contact of the fuel tank pressure sensor connector.	Is there poor contact in fuel tank pressure sensor connector?	Repair the poor contact in the fuel tank pressure sensor connector.	Replace the fuel tank pressure sensor. <Ref. to EC(H4SO)-11, Fuel Tank Pressure Sensor.>

BL:DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-142, DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-150, DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

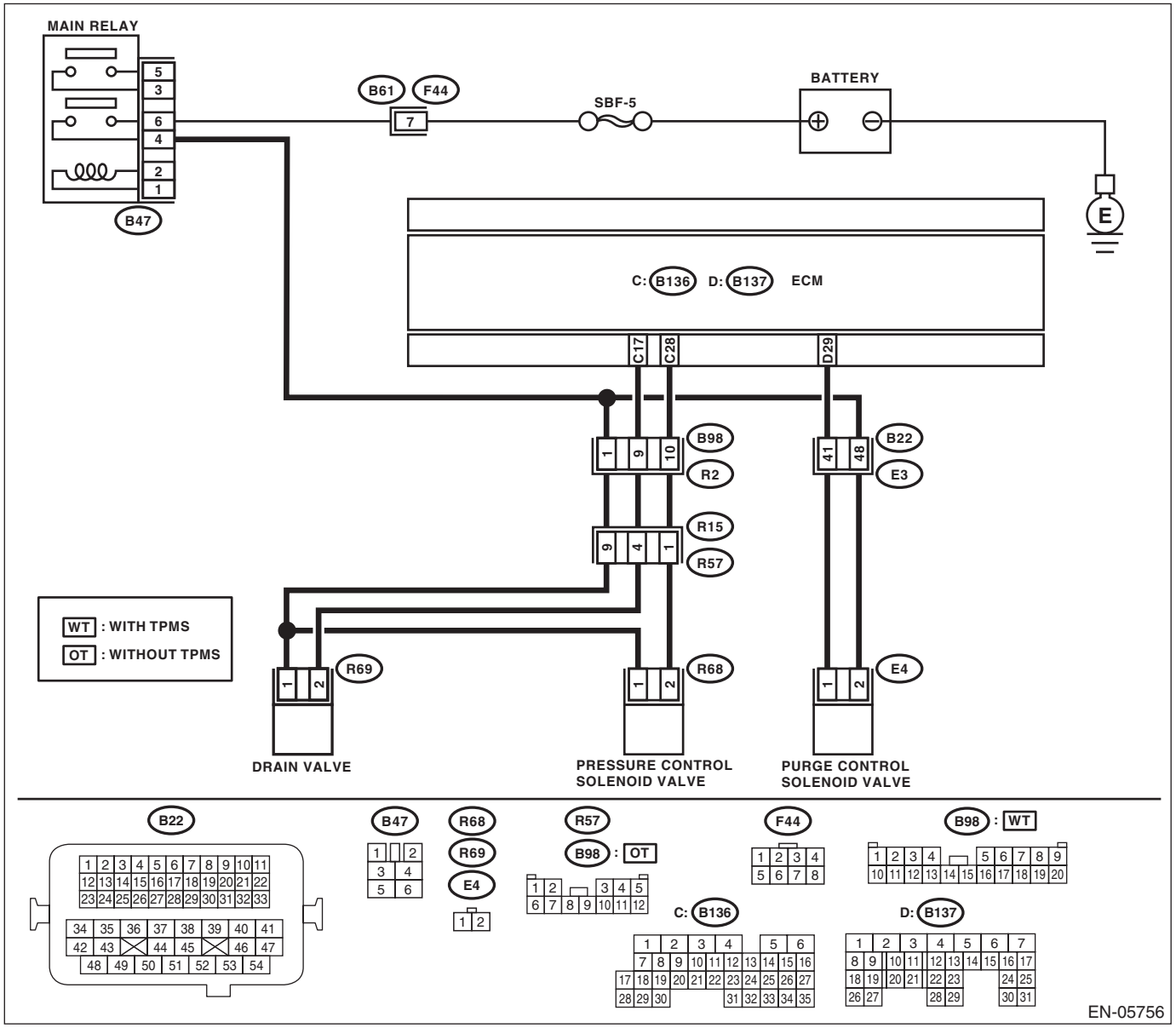
TROUBLE SYMPTOM:

- Fuel odor
- There is a hole of more than 0.5 mm (0.020 in) dia. in evaporation system or fuel tank.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK FUEL FILLER CAP.** 1) Turn the ignition switch to OFF. 2) Check the fuel filler cap. NOTE: The DTC is stored in memory if fuel filler cap is or was loose or if the cap chain was caught while tightening.	Is the fuel filler cap tightened securely?	Go to step **2**.	Tighten fuel filler cap securely.
2	**CHECK FUEL FILLER CAP.**	Is the fuel filler cap genuine?	Go to step **3**.	Replace with a genuine fuel filler cap.
3	**CHECK FUEL FILLER PIPE GASKET.**	Is there any damage to the seal between fuel filler cap and fuel filler pipe?	Repair or replace the fuel filler cap and fuel filler pipe. <Ref. to FU(H4SO)-49, Fuel Filler Pipe.>	Go to step **4**.
4	**CHECK DRAIN VALVE.** 1) Connect the delivery (test) mode connector. 2) Turn the ignition switch to ON. 3) Operate the drain valve using the Subaru Select Monitor. NOTE: Drain valve can be operated using the Subaru Select Monitor. Regarding the procedures, refer to “Compulsory Valve Operation Check Mode”. <Ref. to EN(H4SO)(diag)-64, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Go to step **5**.	Replace the drain valve. <Ref. to EC(H4SO)-16, Drain Valve.>
5	**CHECK PURGE CONTROL SOLENOID VALVE.** Operate the purge control solenoid valve using the Subaru Select Monitor. NOTE: Purge control solenoid valve operation can be executed using Subaru Select Monitor. Regarding the procedures, refer to “Compulsory Valve Operation Check Mode”. <Ref. to EN(H4SO)(diag)-64, Compulsory Valve Operation Check Mode.>	Does the purge control solenoid valve operate?	Go to step **6**.	Replace the purge control solenoid valve. <Ref. to EC(H4SO)-7, Purge Control Solenoid Valve.>
6	**CHECK PRESSURE CONTROL SOLENOID VALVE.** Operate the pressure control solenoid valve using the Subaru Select Monitor. NOTE: The pressure control solenoid valve operation can be executed using the Subaru Select Monitor. Regarding the procedures, refer to “Compulsory Valve Operation Check Mode”. <Ref. to EN(H4SO)(diag)-64, Compulsory Valve Operation Check Mode.>	Does the pressure control solenoid valve operate?	Go to step **7**.	Replace the pressure control solenoid valve. <Ref. to EC(H4SO)-12, Pressure Control Solenoid Valve.>
7	**CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE.** 1) Turn the ignition switch to OFF. 2) Disconnect the delivery (test) mode connector.	Is there a hole of more than 0.5 mm (0.020 in) dia. in evaporation line?	Repair or replace the evaporation line. <Ref. to FU(H4SO)-60, Fuel Delivery and Evaporation Lines.>	Go to step **8**.

Step		Check	Yes	No
8	**CHECK CANISTER.**	Is the canister damaged or is there a hole of more than 0.5 mm (0.020 in) dia. in it?	Repair or replace the canister. <Ref. to EC(H4SO)-6, Canister.>	Go to step **9**.
9	**CHECK FUEL TANK.** Remove the fuel tank. <Ref. to FU(H4SO)-46, Fuel Tank.>	Is the fuel tank damaged or is there any hole of more than 0.5 mm (0.020 in) dia. in it?	Repair or replace the fuel tank. <Ref. to FU(H4SO)-46, Fuel Tank.>	Go to step **10**.
10	**CHECK ANY OTHER MECHANICAL TROUBLE IN EVAPORATIVE EMISSION CONTROL SYSTEM.**	Is there any hole of more than 0.5 mm (0.020 in) dia., crack, clogging, or disconnections, bend, misconnection of hoses or pipes in evaporative emission control system?	Repair or replace the hoses or pipes.	Repair the poor contact of the ECM connector.

BM:DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-142, DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-150, DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF), Diagnostic Trouble Code (DTC) Detecting Criteria.>

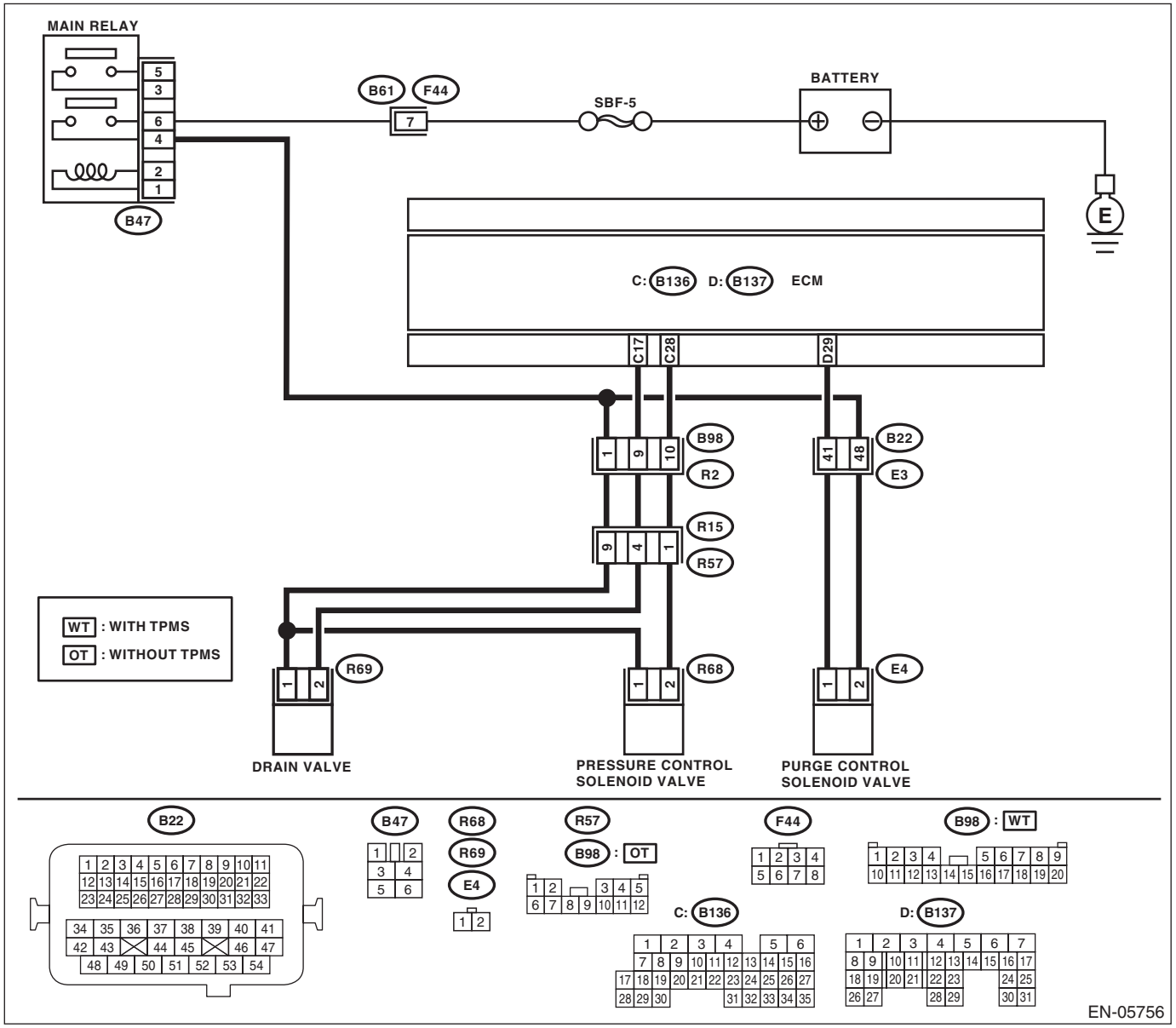
TROUBLE SYMPTOM:

- Fuel odor
- Fuel filler cap is loose or not installed.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK FUEL FILLER CAP.** 1) Turn the ignition switch to OFF. 2) Check the fuel filler cap. NOTE: The DTC is stored in memory if fuel filler cap is or was loose or if the cap chain was caught while tightening.	Is the fuel filler cap tightened securely?	Go to step **2**.	Tighten fuel filler cap securely.
2	**CHECK FUEL FILLER CAP.**	Is the fuel filler cap genuine?	Go to step **3**.	Replace with a genuine fuel filler cap.
3	**CHECK FUEL FILLER PIPE GASKET.**	Is there any damage to the seal between fuel filler cap and fuel filler pipe?	Repair or replace the fuel filler cap and fuel filler pipe. <Ref. to FU(H4SO)-49, Fuel Filler Pipe.>	Go to step **4**.
4	**CHECK DRAIN VALVE.** 1) Connect the delivery (test) mode connector. 2) Turn the ignition switch to ON. 3) Operate the drain valve using the Subaru Select Monitor. NOTE: Drain valve can be operated using the Subaru Select Monitor. Regarding the procedures, refer to “Compulsory Valve Operation Check Mode”. <Ref. to EN(H4SO)(diag)-64, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Go to step **5**.	Replace the drain valve. <Ref. to EC(H4SO)-16, Drain Valve.>
5	**CHECK PURGE CONTROL SOLENOID VALVE.** Operate the purge control solenoid valve using the Subaru Select Monitor. NOTE: Purge control solenoid valve operation can be executed using Subaru Select Monitor. Regarding the procedures, refer to “Compulsory Valve Operation Check Mode”. <Ref. to EN(H4SO)(diag)-64, Compulsory Valve Operation Check Mode.>	Does the purge control solenoid valve operate?	Go to step **6**.	Replace the purge control solenoid valve. <Ref. to EC(H4SO)-7, Purge Control Solenoid Valve.>
6	**CHECK PRESSURE CONTROL SOLENOID VALVE.** Operate the pressure control solenoid valve using the Subaru Select Monitor. NOTE: The pressure control solenoid valve operation can be executed using the Subaru Select Monitor. Regarding the procedures, refer to “Compulsory Valve Operation Check Mode”. <Ref. to EN(H4SO)(diag)-64, Compulsory Valve Operation Check Mode.>	Does the pressure control solenoid valve operate?	Go to step **7**.	Replace the pressure control solenoid valve. <Ref. to EC(H4SO)-12, Pressure Control Solenoid Valve.>
7	**CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE.** 1) Turn the ignition switch to OFF. 2) Disconnect the delivery (test) mode connector.	Is there any disconnection, damage or clogging on the evaporation line?	Repair or replace the evaporation line. <Ref. to FU(H4SO)-60, Fuel Delivery and Evaporation Lines.>	Go to step **8**.

	Step	Check	Yes	No
8	**CHECK CANISTER.**	Is the canister damaged?	Repair or replace the canister. <Ref. to EC(H4SO)-6, Canister.>	Go to step **9**.
9	**CHECK FUEL TANK.** Remove the fuel tank. <Ref. to FU(H4SO)-46, Fuel Tank.>	Is the fuel tank damaged?	Repair or replace the fuel tank. <Ref. to FU(H4SO)-46, Fuel Tank.>	Go to step **10**.
10	**CHECK ANY OTHER MECHANICAL TROUBLE IN EVAPORATIVE EMISSION CONTROL SYSTEM.**	Are there holes, cracks, clogging, or disconnections, misconnection of hoses or pipes in evaporative emission control system?	Repair or replace the hoses or pipes.	Repair the poor contact of the ECM connector.

BN:DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-143, DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-151, DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

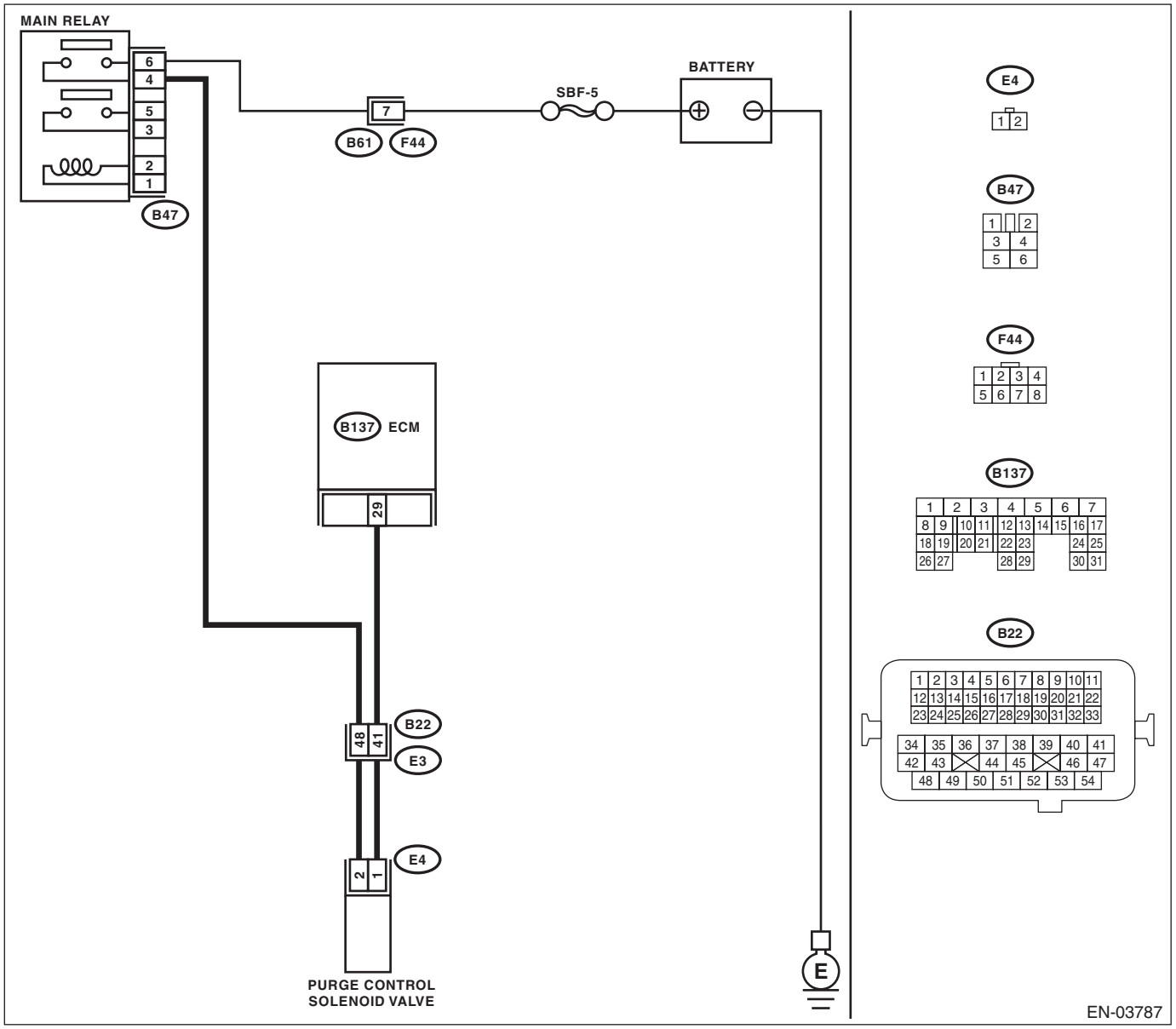
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL OF ECM.** 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 29 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the poor contact of the ECM connector.	Go to step **2**.
2	**CHECK HARNESS BETWEEN ECM AND PURGE CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and purge control solenoid valve. 3) Measure the resistance between the purge control solenoid valve connector and engine ground. ***Connector & terminal*** ***(E4) No. 1 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and purge control solenoid valve connector.
3	**CHECK HARNESS BETWEEN ECM AND PURGE CONTROL SOLENOID VALVE.** Measure the resistance of harness between ECM and purge control solenoid valve. ***Connector & terminal*** ***(B137) No. 29 — (E4) No. 1:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and purge control solenoid valve connector • Poor contact in coupling connector
4	**CHECK PURGE CONTROL SOLENOID VALVE.** 1) Remove the purge control solenoid valve. 2) Measure the resistance between purge control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 10 — 100 Ω?	Go to step **5**.	Replace the purge control solenoid valve. <Ref. to EC(H4SO)-7, Purge Control Solenoid Valve.>
5	**CHECK POWER SUPPLY TO PURGE CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to ON. 2) Measure the voltage between purge control solenoid valve and engine ground. ***Connector & terminal*** ***(E4) No. 2 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Repair the poor contact of purge control solenoid valve connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the main relay and purge control solenoid valve • Poor contact of coupling connector • Poor contact of main relay connector

BO:DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-145, DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-153, DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

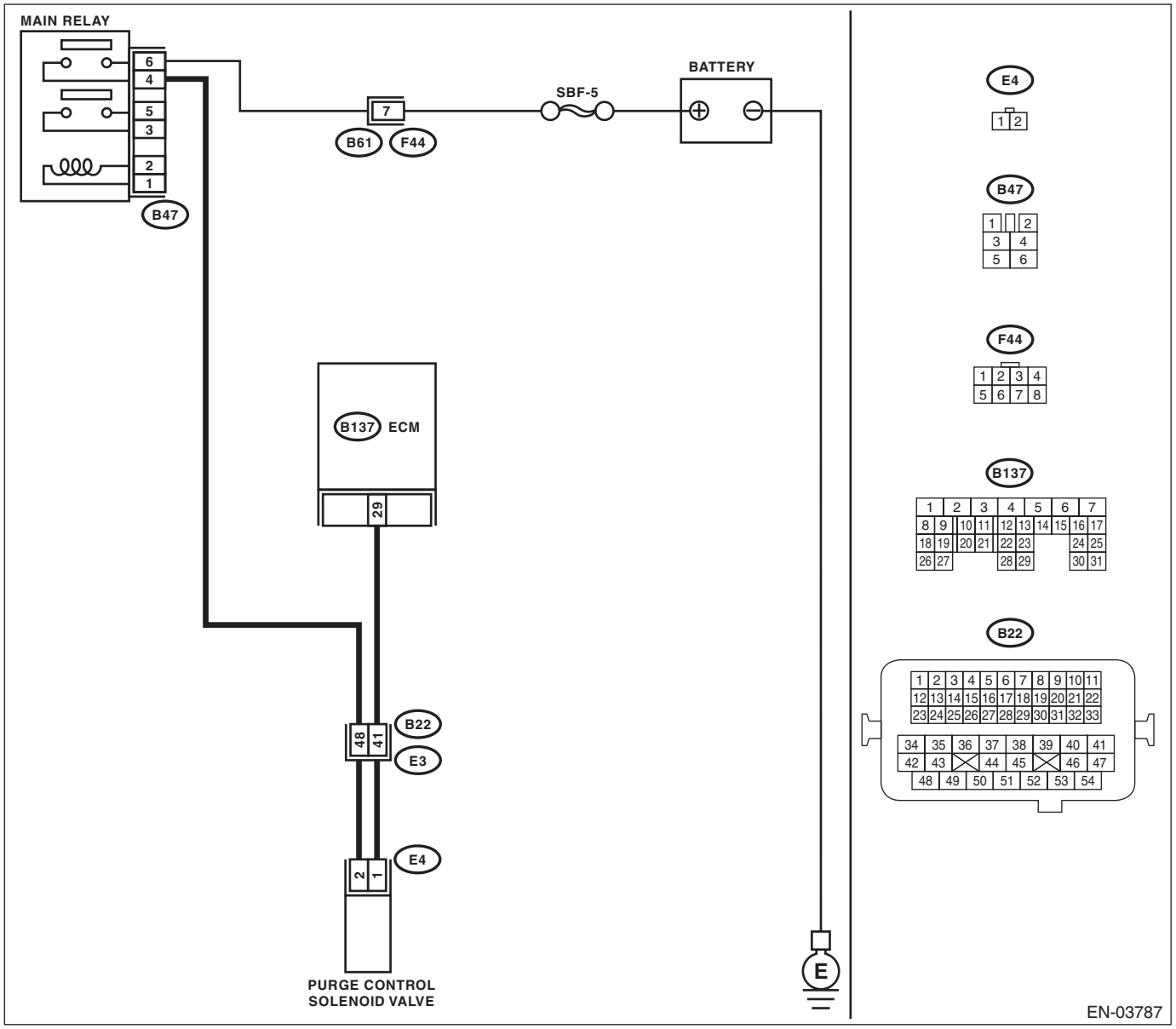
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND PURGE CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and purge control solenoid valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 29 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between the ECM and purge control solenoid valve connector.	Go to step **2**.
2	**CHECK PURGE CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between purge control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance less than 1 Ω?	Replace the purge control solenoid valve. <Ref. to EC(H4SO)-7, Purge Control Solenoid Valve.>	Repair the poor contact of the ECM connector.

BP:DTC P0461 FUEL LEVEL SENSOR “A” CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-147, DTC P0461 FUEL LEVEL SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-155, DTC P0461 FUEL LEVEL SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

Step		Check	Yes	No
1	**CHECK FOR ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check the appropriate DTC using the “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Replace the fuel level sensor and fuel sub level sensor. <Ref. to FU(H4SO)-55, Fuel Level Sensor.> <Ref. to FU(H4SO)-56, Fuel Sub Level Sensor.>

BQ:DTC P0462 FUEL LEVEL SENSOR “A” CIRCUIT LOW

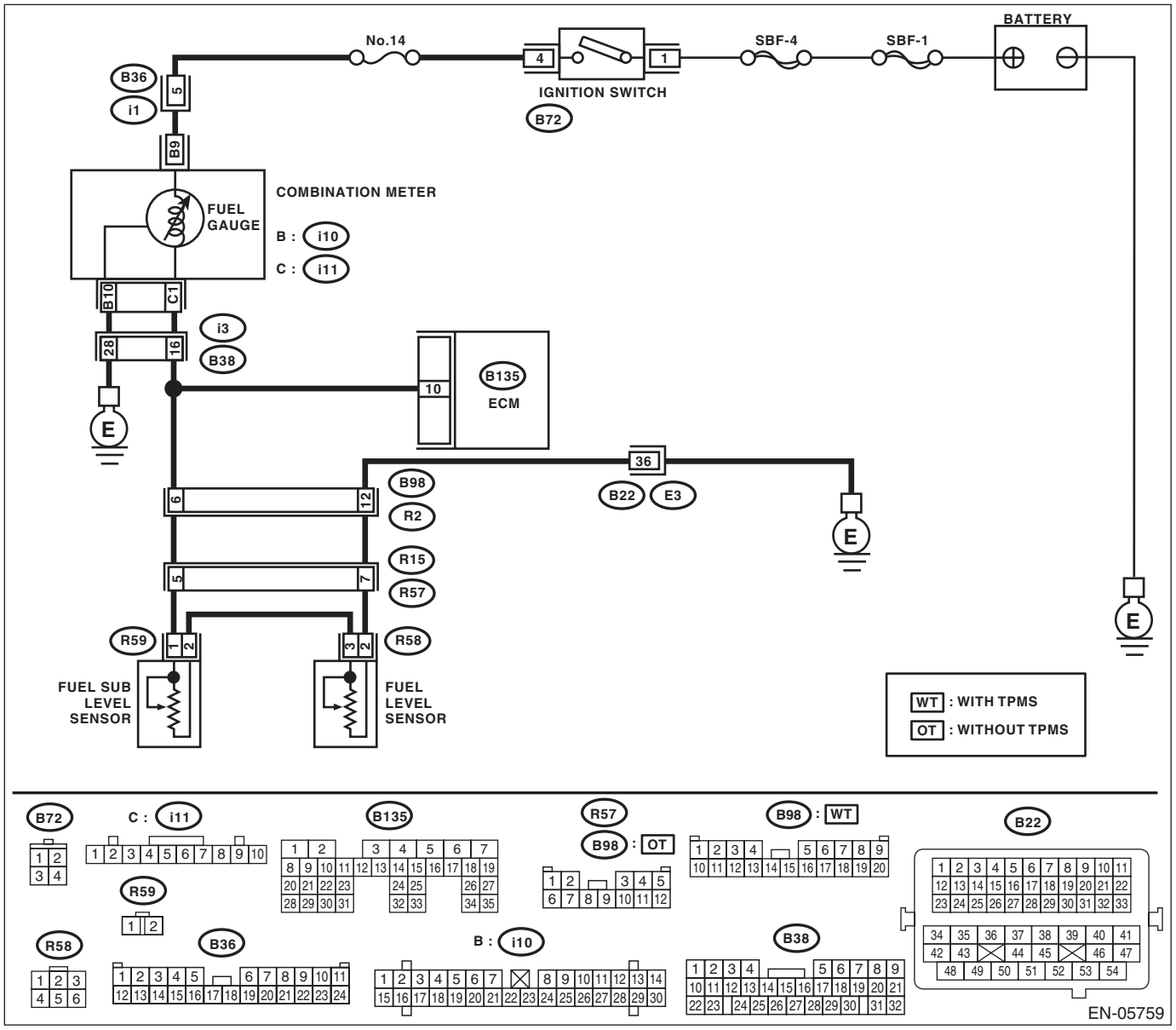
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-149, DTC P0462 FUEL LEVEL SENSOR “A” CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-157, DTC P0462 FUEL LEVEL SENSOR “A” CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK SPEEDOMETER AND TACHOMETER OPERATION IN COMBINATION METER.**	Does the speedometer and tachometer operate normally?	Go to step **2**.	Repair or replace the combination meter. <Ref. to IDI-3, Combination Meter System.>
2	**CHECK INPUT SIGNAL OF ECM.** 1) Turn the ignition switch to ON. (engine OFF) 2) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 10 (+) — Chassis ground (–):***	Is the voltage less than 0.04 V?	Go to step **4**.	Go to step **3**.
3	**CHECK INPUT SIGNAL FOR ECM (USING SUBARU SELECT MONITOR).** Read the data of fuel level sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.>	Does the voltage change when shaking the ECM harness and connector?	Repair the poor contact of the ECM connector.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
4	**CHECK INPUT VOLTAGE OF ECM.** 1) Turn the ignition switch to OFF. 2) Disconnect the fuel tank cord connector (R57) and rear wiring harness connector (R15). 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 10 (+) — Chassis ground (–):***	Is the voltage less than 0.04 V?	Go to step **5**.	Go to step **6**.
5	**CHECK HARNESS BETWEEN ECM AND COMBINATION METER.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and combination meter connector (i11). 3) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 10 — Chassis ground:***	Is the resistance 1 MΩ or more?	Repair or replace the combination meter. <Ref. to IDI-3, Combination Meter System.>	Repair the harness. NOTE: In this case, repair the following item: • Short circuit to ground in harness between ECM and combination meter connector • Short circuit to ground in harness between ECM and fuel tank cord connector
6	**CHECK FUEL TANK CORD.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the fuel sub level sensor. 3) Measure the resistance between fuel sub level sensor and chassis ground. ***Connector & terminal*** ***(R59) No. 1 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **7**.	Repair the ground short circuit of fuel tank cord.

	Step	Check	Yes	No
7	**CHECK FUEL TANK CORD.** 1) Disconnect the connector from fuel pump assembly. 2) Measure the resistance between fuel pump assembly and chassis ground. ***Connector & terminal*** ***(R58) No. 3 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **8**.	Repair the ground short circuit of fuel tank cord.
8	**CHECK FUEL LEVEL SENSOR.** 1) Remove the fuel pump assembly. <Ref. to FU(H4SO)-53, Fuel Pump.> 2) Measure the resistance between fuel level sensor and terminals with its float set to the full position. ***Terminals*** ***No. 3 — No. 2:***	Is the resistance between 0.5 — 2.5 Ω?	Go to step **9**.	Replace the fuel level sensor. <Ref. to FU(H4SO)-55, Fuel Level Sensor.>
9	**CHECK FUEL SUB LEVEL SENSOR.** 1) Remove the fuel sub level sensor. <Ref. to FU(H4SO)-56, Fuel Sub Level Sensor.> 2) Measure the resistance between fuel sub level sensor and terminals with its float set to the full position. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 0.5 — 2.5 Ω?	Repair the poor contact in harness between ECM and combination meter connector.	Replace the fuel sub level sensor. <Ref. to FU(H4SO)-56, Fuel Sub Level Sensor.>

BR:DTC P0463 FUEL LEVEL SENSOR “A” CIRCUIT HIGH

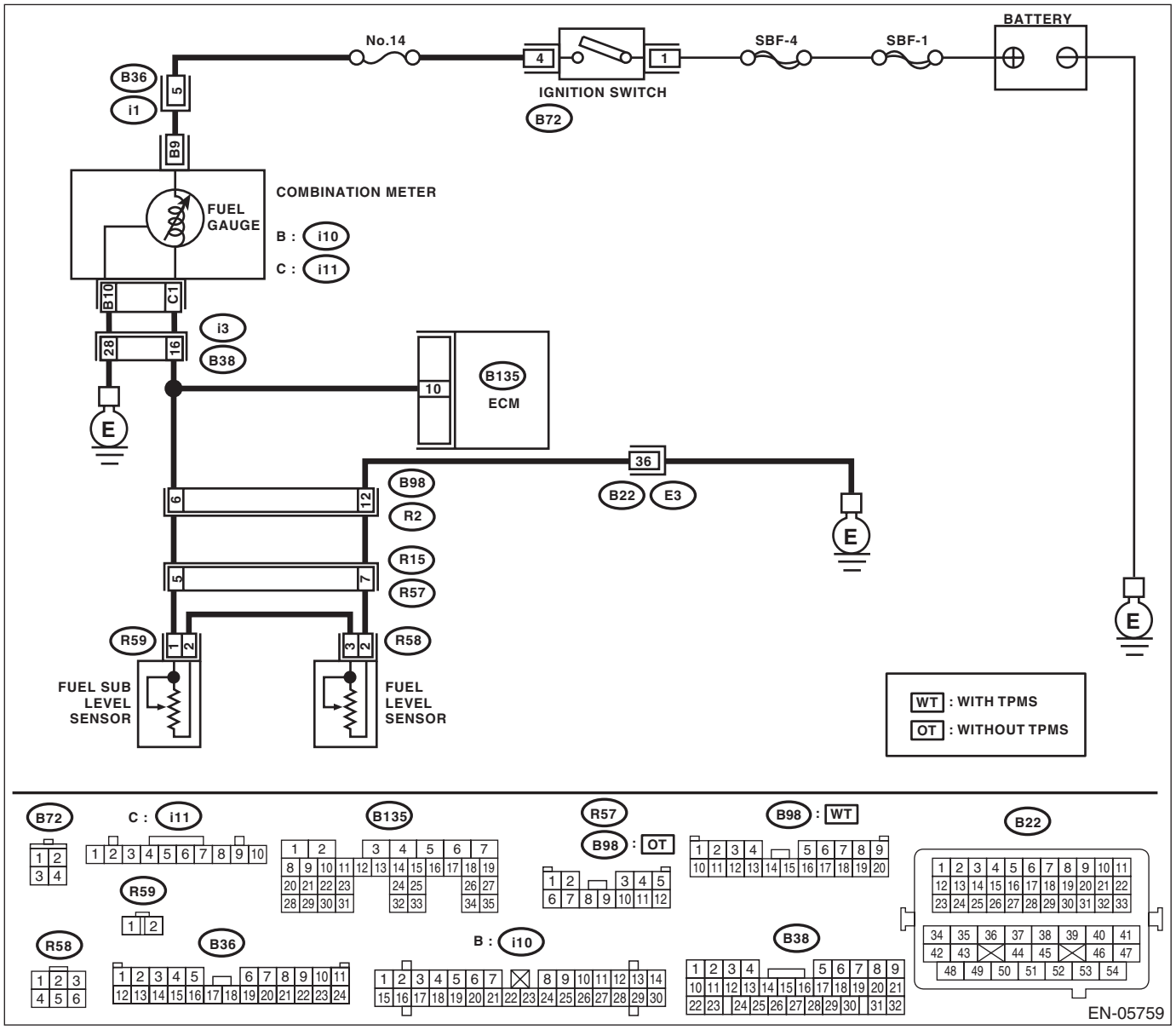
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-151, DTC P0463 FUEL LEVEL SENSOR “A” CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-159, DTC P0463 FUEL LEVEL SENSOR “A” CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK SPEEDOMETER AND TACHOMETER OPERATION IN COMBINATION METER.**	Does the speedometer and tachometer operate normally?	Go to step **2**.	Repair or replace the combination meter. <Ref. to IDI-3, Combination Meter System.>
2	**CHECK INPUT SIGNAL OF ECM.** 1) Turn the ignition switch to ON. (engine OFF) 2) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 10 (+) — Chassis ground (–):***	Is the voltage 4.9 V or more?	Go to step **4**.	Go to step **3**.
3	**CHECK INPUT SIGNAL FOR ECM (USING SUBARU SELECT MONITOR).** Read the data of fuel level sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.>	Does the voltage change when shaking the ECM harness and connector?	Repair the poor contact of the ECM connector.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
4	**CHECK INPUT VOLTAGE OF ECM.** 1) Turn the ignition switch to OFF. 2) Disconnect the ECM and combination meter connector (i11). 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 10 (+) — Chassis ground (–):***	Is the voltage 4.9 V or more?	Repair the short circuit to power in harness between ECM and combination meter connector.	Go to step **5**.
5	**CHECK HARNESS BETWEEN ECM AND FUEL TANK CORD.** 1) Turn the ignition switch to OFF. 2) Disconnect the fuel tank cord connector (R57) and rear wiring harness connector (R15). 3) Measure the resistance between ECM and fuel tank cord. ***Connector & terminal*** ***(B135) No. 10 — (R15) No. 5:***	Is the resistance less than 1 Ω?	Go to step **6**.	Repair the open circuit between ECM and fuel tank cord.
6	**CHECK HARNESS BETWEEN FUEL TANK CORD AND CHASSIS GROUND.** Measure the resistance between fuel tank cord and chassis ground. ***Connector & terminal*** ***(R15) No. 7 — Chassis ground:***	Is the resistance less than 5 Ω?	Go to step **7**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between fuel tank cord and chassis ground • Poor contact of coupling connector

	Step	Check	Yes	No
7	**CHECK FUEL TANK CORD.** 1) Disconnect the connector from the fuel level sensor. 2) Measure the resistance between fuel level sensor and coupling connector. ***Connector & terminal*** ***(R57) No. 7 — (R58) No. 2:***	Is the resistance less than 1 Ω?	Go to step **8**.	Repair the open circuit between coupling connector and fuel level sensor.
8	**CHECK FUEL TANK CORD.** 1) Disconnect the connector from the fuel sub level sensor. 2) Measure the resistance between fuel level sensor and fuel sub level sensor. ***Connector & terminal*** ***(R58) No. 3 — (R59) No. 2:***	Is the resistance less than 1 Ω?	Go to step **9**.	Repair the open circuit between fuel level sensor and fuel sub level sensor.
9	**CHECK FUEL TANK CORD.** Measure the resistance between fuel level sensor and coupling connector. ***Connector & terminal*** ***(R57) No. 5 — (R59) No. 1:***	Is the resistance less than 1 Ω?	Go to step **10**.	Repair the open circuit in harness between coupling connector and fuel level sensor.
10	**CHECK FUEL LEVEL SENSOR.** 1) Remove the fuel pump assembly. <Ref. to FU(H4SO)-53, Fuel Pump.> 2) While moving the fuel level sensor float up and down, measure resistance between fuel level sensor terminals. ***Terminals*** ***No. 3 — No. 2:***	Is the resistance 52 Ω or more?	Replace the fuel level sensor. <Ref. to FU(H4SO)-55, Fuel Level Sensor.>	Go to step **11**.
11	**CHECK FUEL SUB LEVEL SENSOR.** 1) Remove the fuel sub level sensor. <Ref. to FU(H4SO)-56, Fuel Sub Level Sensor.> 2) While moving the fuel sub level sensor float up and down, measure resistance between fuel sub level sensor terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance 44 Ω or more?	Replace the fuel sub level sensor. <Ref. to FU(H4SO)-56, Fuel Sub Level Sensor.>	Replace the combination meter. <Ref. to IDI-10, Combination Meter.>

BS:DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT

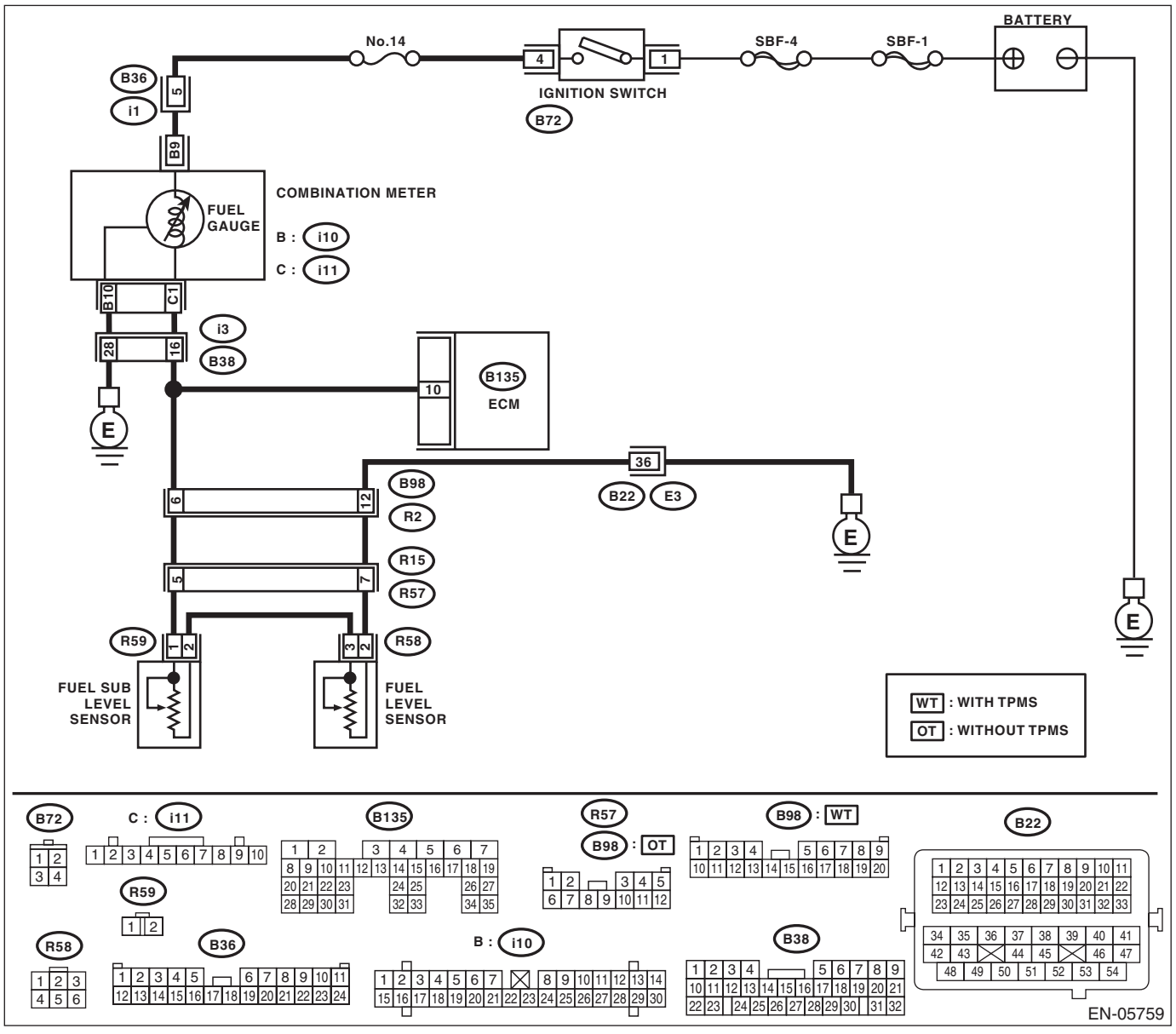
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-153, DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-161, DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK FUEL LEVEL SENSOR.** 1) Remove the fuel pump assembly. <Ref. to FU(H4SO)-53, Fuel Pump.> 2) While moving the fuel level sensor float up and down, make sure that the resistance between fuel level sensor terminals changes smoothly. ***Terminals*** ***No. 3 — No. 2:***	Does the resistance change smoothly?	Go to step **2**.	Replace the fuel level sensor. <Ref. to FU(H4SO)-55, Fuel Level Sensor.>
2	**CHECK FUEL SUB LEVEL SENSOR.** 1) Remove the fuel sub level sensor. <Ref. to FU(H4SO)-56, Fuel Sub Level Sensor.> 2) While moving the fuel sub level sensor float up and down, make sure that the resistance between fuel level sensor terminals changes smoothly. ***Terminals*** ***No. 1 — No. 2:***	Does the resistance change smoothly?	Repair the connector. NOTE: In this case, repair the following item: • Poor contact in ECM connector • Poor contact in combination meter connector • Poor contact in coupling connector	Replace the fuel sub level sensor. <Ref. to FU(H4SO)-56, Fuel Sub Level Sensor.>

BT:DTC P0483 FAN RATIONALITY CHECK

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-156, DTC P0483 FAN RATIONALITY CHECK, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Occurrence of noise
- Overheating

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

NOTE:
If the vehicle, with the engine idling, is placed very close to a wall or another vehicle, preventing normal cooling function, the OBD system may detect malfunction.

Step		Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check the appropriate DTC using the “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Check radiator fan, fan motor and thermostat and if thermostat is stuck, replace thermostat. <Ref. to CO(H4SO)-32, Radiator Main Fan and Fan Motor.> <Ref. to CO(H4SO)-38, Radiator Sub Fan and Fan Motor.>

BU:DTC P0502 VEHICLE SPEED SENSOR “A” CIRCUIT LOW INPUT

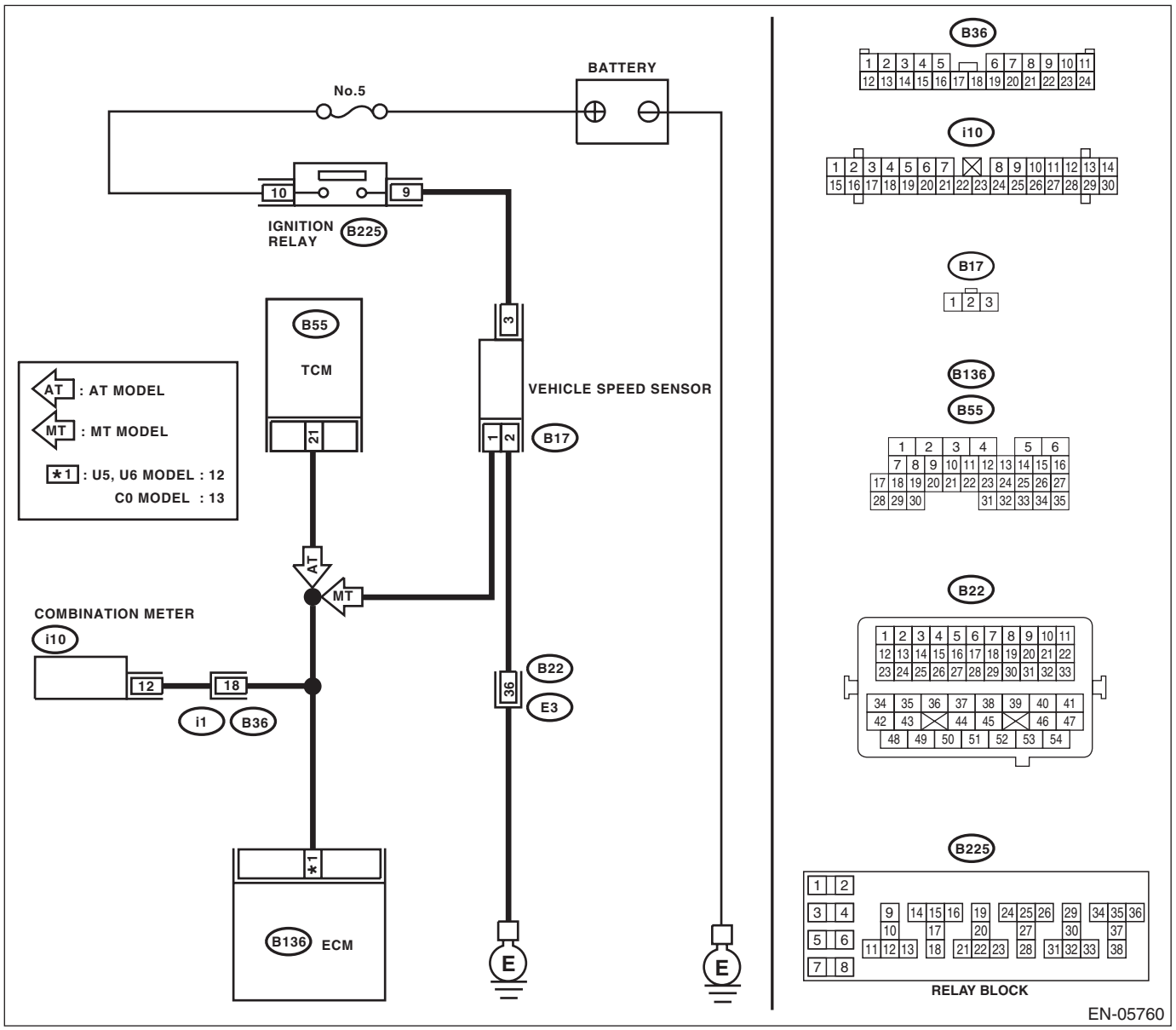
NOTE:
For the diagnostic procedure, refer to DTC P0503. <Ref. to EN(H4SO)(diag)-240, DTC P0503 VEHICLE SPEED SENSOR “A” INTERMITTENT/ERRATIC/HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

BV:DTC P0503 VEHICLE SPEED SENSOR “A” INTERMITTENT/ERRATIC/HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-158, DTC P0503 VEHICLE SPEED SENSOR “A” INTERMITTENT/ERRATIC/HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-165, DTC P0503 VEHICLE SPEED SENSOR “A” INTERMITTENT/ERRATIC/HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK TRANSMISSION TYPE.**	Is the transmission type AT?	Go to step **2**.	Go to step **6**.
2	**CHECK HARNESS BETWEEN ECM AND TCM CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and TCM. 3) Measure the resistance of harness between ECM and TCM connector. ***Connector & terminal*** ***U5, U6 model*** ***(B136) No. 12 — (B55) No. 21:*** ***C0 model*** ***(B136) No. 13 — (B55) No. 21:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness between ECM and TCM connector.
3	**CHECK HARNESS BETWEEN ECM AND TCM CONNECTOR.** Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B55) No. 21 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the short circuit to ground in harness between ECM and TCM connector.
4	**CHECK HARNESS BETWEEN ECM AND TCM CONNECTOR.** 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B55) No. 21 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power in harness between ECM and TCM connector.	Go to step **5**.
5	**CHECK POOR CONTACT.** Check the poor contact of TCM connector.	Is there any poor contact in TCM connector?	Repair the poor contact of TCM connector.	Repair the poor contact of the ECM connector.
6	**CHECK VEHICLE SPEED SENSOR POWER SUPPLY.** 1) Turn the ignition switch to ON. 2) Measure the voltage between vehicle speed sensor connector and chassis ground. ***Connector & terminal*** ***(B17) No. 3 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **7**.	Repair the open or ground short circuit of power supply circuit.
7	**CHECK HARNESS BETWEEN ECM AND VEHICLE SPEED SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and vehicle speed sensor. 3) Measure the resistance of the harness between the ECM and vehicle speed sensor connector. ***Connector & terminal*** ***U5, U6 model*** ***(B136) No. 12 — (B17) No. 1:*** ***C0 model*** ***(B136) No. 13 — (B17) No. 1:***	Is the resistance less than 1 Ω?	Go to step **8**.	Repair the open circuit in the harness between the ECM and vehicle speed sensor.
8	**CHECK HARNESS BETWEEN ECM AND VEHICLE SPEED SENSOR.** Measure the resistance between vehicle speed sensor connector and chassis ground. ***Connector & terminal*** ***(B17) No. 1 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **9**.	Repair the ground short circuit in harness between ECM and vehicle speed sensor.

	Step	Check	Yes	No
9	**CHECK HARNESS BETWEEN ECM AND VEHICLE SPEED SENSOR.** 1) Turn the ignition switch to ON. 2) Measure the voltage between vehicle speed sensor connector and chassis ground. ***Connector & terminal*** ***(B17) No. 1 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between the ECM and vehicle speed sensor.	Go to step **10**.
10	**CHECK POOR CONTACT.** Check poor contact in vehicle speed sensor connector.	Is there poor contact in vehicle speed sensor connector?	Repair the poor contact in vehicle speed sensor connector.	Replace the vehicle speed sensor. <Ref. to 5MT-38, Vehicle Speed Sensor.>

BW:DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-159, DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-166, DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

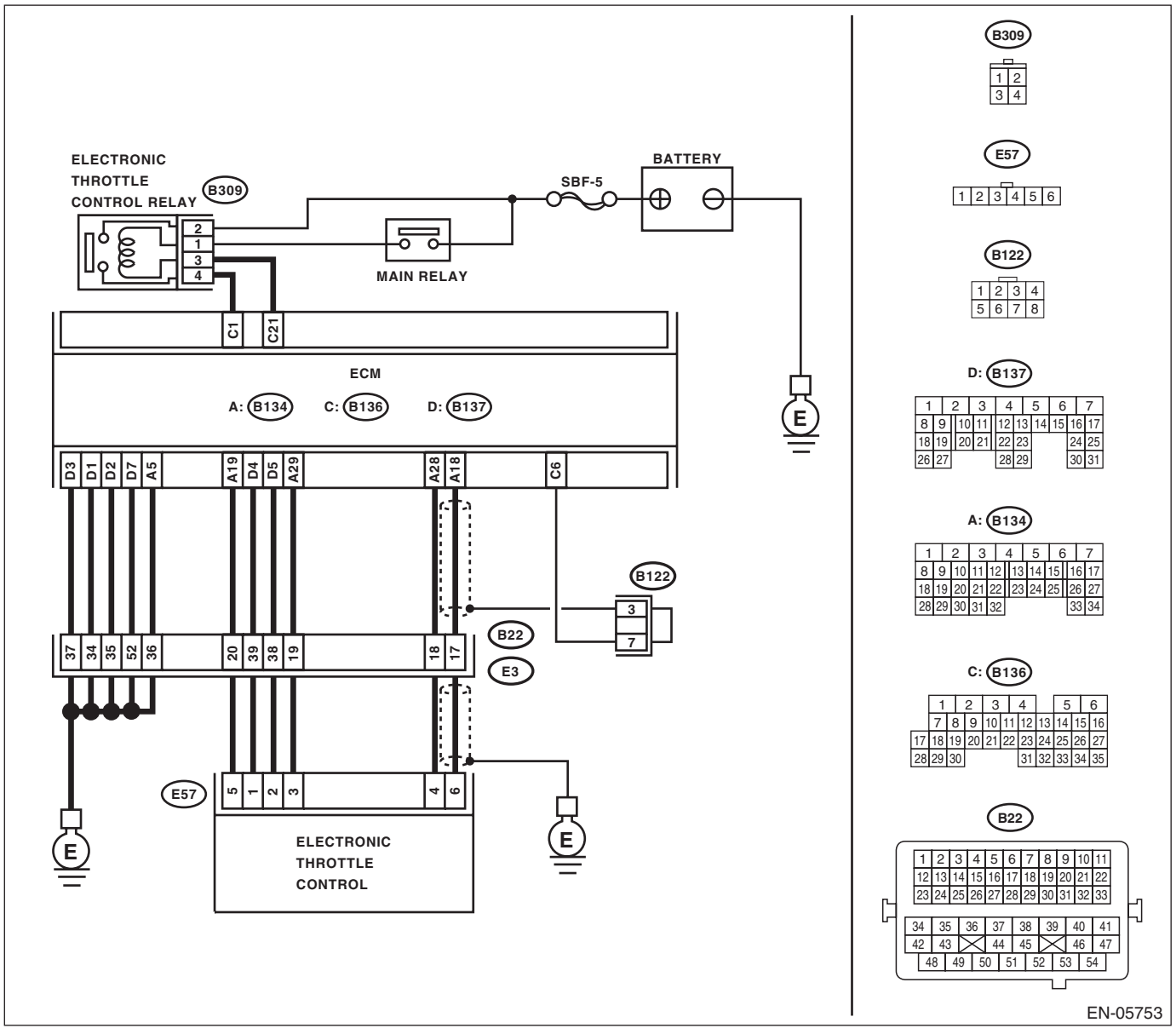
TROUBLE SYMPTOM:

- Hard to start the engine.
- Engine does not start.
- Erroneous idling
- Engine stalls.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK FOR ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check the appropriate DTC using the “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Go to step **2**.
2	**CHECK AIR CLEANER ELEMENT.** 1) Turn the ignition switch to OFF. 2) Check the air cleaner element.	Is there excessive clogging on air cleaner element?	Replace the air cleaner element. <Ref. to IN(H4SO)-4, Air Cleaner Element.>	Go to step **3**.
3	**CHECK ELECTRONIC THROTTLE CONTROL.** 1) Remove the electronic throttle control. 2) Check the electronic throttle control.	Are foreign matter found inside electronic throttle control?	Remove foreign matter from electronic throttle control.	Perform the diagnosis of DTC P2101. <Ref. to EN(H4SO)(diag)-308, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

BX:DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-160, DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-168, DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

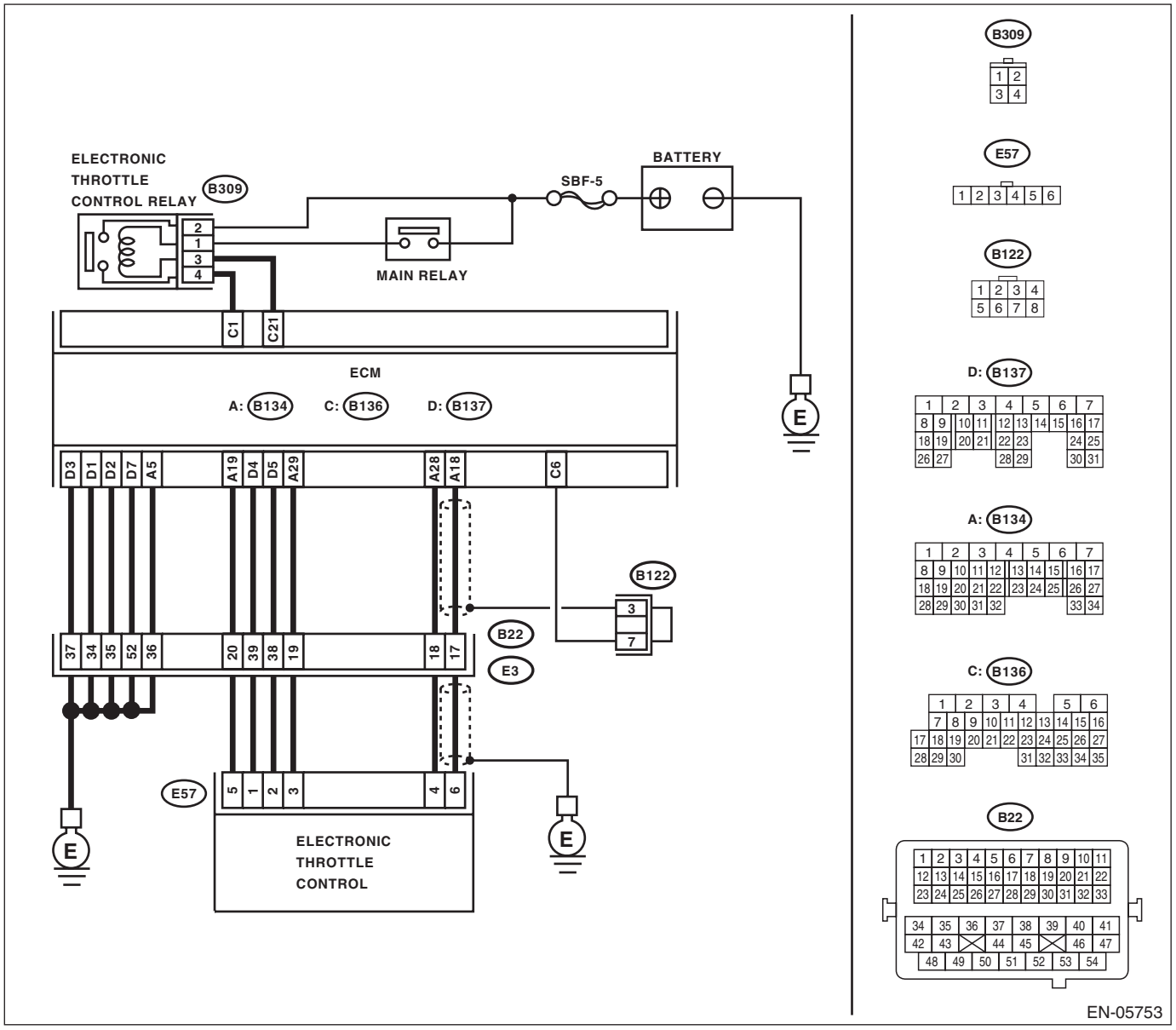
TROUBLE SYMPTOM:

Engine keeps running at higher speed than specified idle speed.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK FOR ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check the appropriate DTC using the “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Go to step **2**.
2	**CHECK AIR INTAKE SYSTEM.** 1) Start and idle the engine. 2) Check the following items. • Loose installation of intake manifold and throttle body • Cracks of intake manifold gasket and throttle body gasket • Disconnection of vacuum hoses	Is there any fault in air intake system?	Repair air suction and leaks.	Go to step **3**.
3	**CHECK ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control. 3) Check the electronic throttle control.	Are foreign matter found inside electronic throttle control?	Remove foreign matter from electronic throttle control.	Perform the diagnosis of DTC P2101. <Ref. to EN(H4SO)(diag)-308, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

BY:DTC P0512 STARTER REQUEST CIRCUIT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-161, DTC P0512 STARTER REQUEST CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-170, DTC P0512 STARTER REQUEST CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

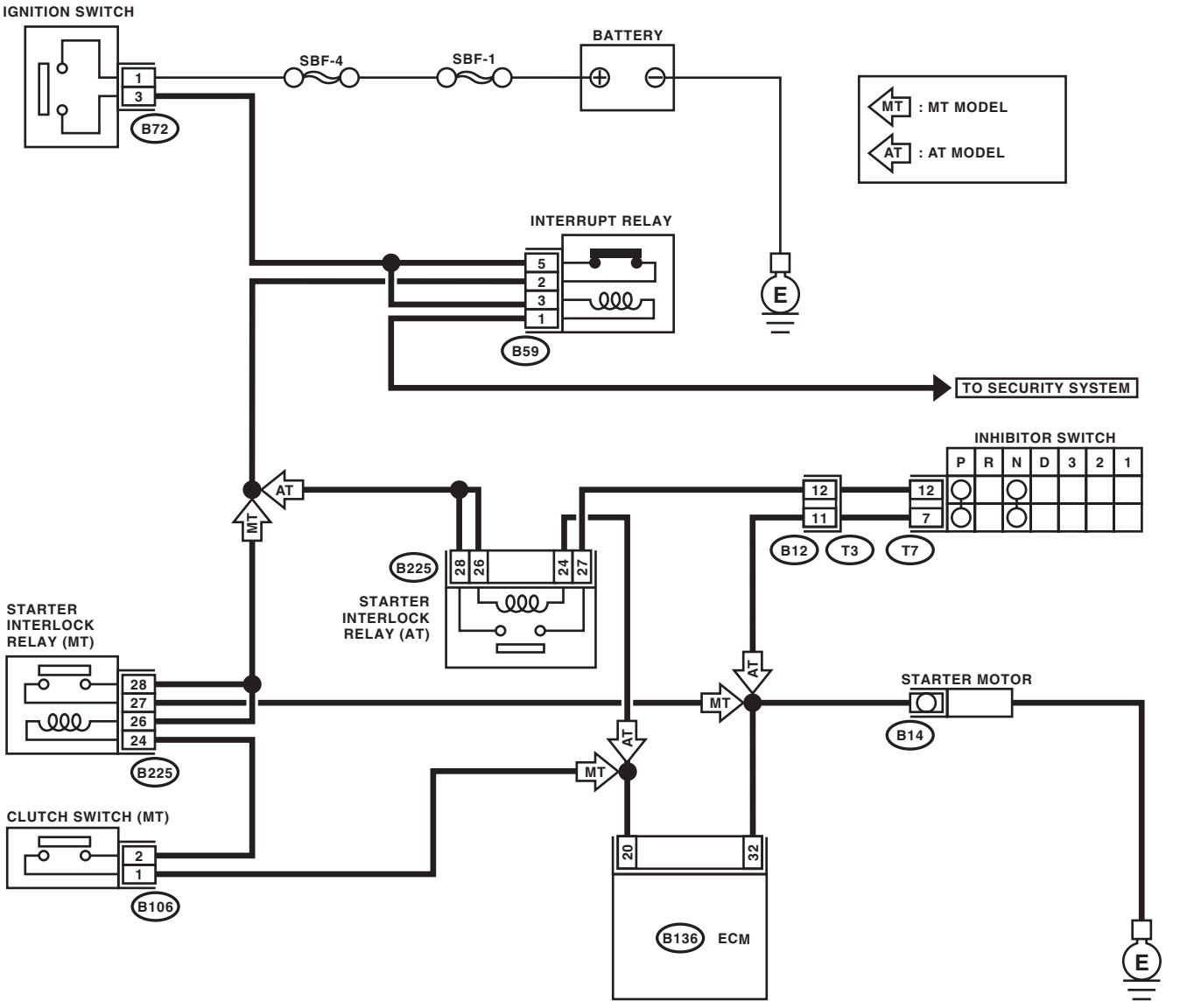
TROUBLE SYMPTOM:

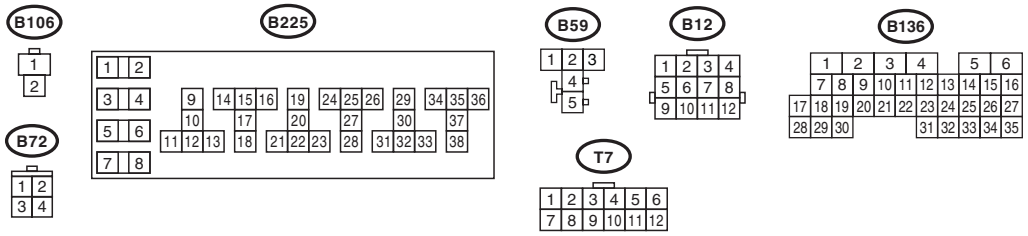
Failure of engine to start

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:





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	Step	Check	Yes	No
1	**CHECK FOR ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check the appropriate DTC using the “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Go to step **2**.
2	**CHECK HARNESS BETWEEN ECM AND IGNITION SWITCH.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 32 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and ignition switch.	Repair the poor contact of the ECM connector.

BZ:DTC P0519 IDLE AIR CONTROL SYSTEM PERFORMANCE

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-163, DTC P0519 IDLE AIR CONTROL SYSTEM PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Engine keeps running at higher speed than specified idle speed.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

	Step	Check	Yes	No
1	**CHECK FOR ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check the appropriate DTC using the “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Go to step **2**.
2	**CHECK AIR INTAKE SYSTEM.** 1) Start and idle the engine. 2) Check the following items. • Loose installation of intake manifold and throttle body • Cracks of intake manifold gasket and throttle body gasket • Disconnection of vacuum hoses	Is there any fault in air intake system?	Repair air suction and leaks.	Go to step **3**.
3	**CHECK ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control. 3) Check the electronic throttle control.	Are foreign matter found inside electronic throttle control?	Remove foreign matter from electronic throttle control.	Perform the diagnosis of DTC P2101. <Ref. to EN(H4SO)(diag)-308, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

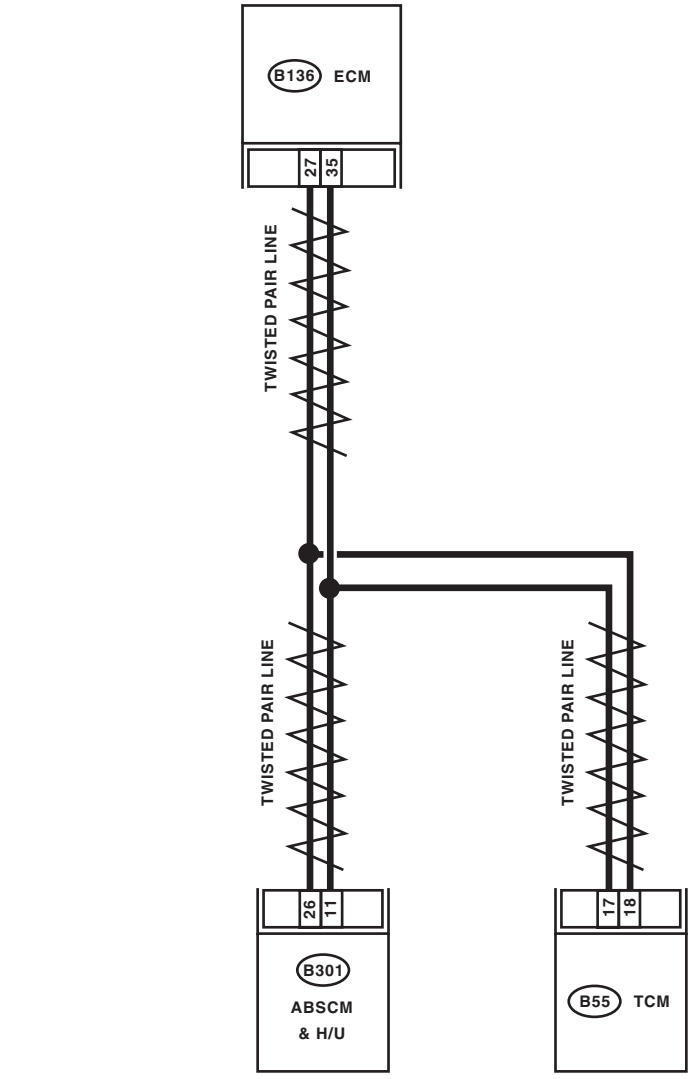
CA:DTC P0600 SERIAL COMMUNICATION LINK

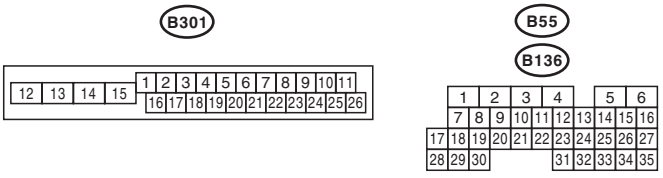
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-164, DTC P0600 SERIAL COMMUNICATION LINK, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-171, DTC P0600 SERIAL COMMUNICATION LINK, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:





EN-04824

	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND TCM.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and TCM. 3) Measure the resistance between ECM and TCM connectors. ***Connector & terminal*** ***(B136) No. 27 — (B55) No. 18:*** ***(B136) No. 35 — (B55) No. 17:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness between ECM and TCM connector.
2	**CHECK HARNESS BETWEEN ECM AND ABSCM&H/U.** 1) Disconnect the connector from ABSCM&H/U. 2) Measure the resistance between ECM and ABSCM&H/U connectors. ***Connector & terminal*** ***(B136) No. 27 — (B301) No. 26:*** ***(B136) No. 35 — (B301) No. 11:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit in harness between ECM and ABSCM&H/U connector.
3	**CHECK HARNESS BETWEEN ECM, TCM AND ABSCM&H/U.** Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 27 — Chassis ground:*** ***(B136) No. 35 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the short circuit to ground in harness between ECM, TCM and ABSCM&H/U.
4	**CHECK HARNESS BETWEEN ECM, TCM AND ABSCM&H/U.** Measure the resistance between ECM connectors. ***Connector & terminal*** ***(B136) No. 27 — (B136) No. 35:***	Is the resistance 1 MΩ or more?	Go to step **5**.	Repair the short circuit in harness between ECM, TCM and ABSCM&H/U.
5	**CHECK THE STATUS OF THE AT SYSTEM.** Diagnose the AT using the Subaru Select Monitor.	Is DTC P1718 displayed?	Check the AT system.	Go to step **6**.
6	**CHECK STATUS OF ABS SYSTEM.** Perform diagnosis of ABS using the Subaru Select Monitor.	Is DTC 47 displayed?	Check the ABS system.	Repair the poor contact of the ECM connector.

CB:DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-165, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-173, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

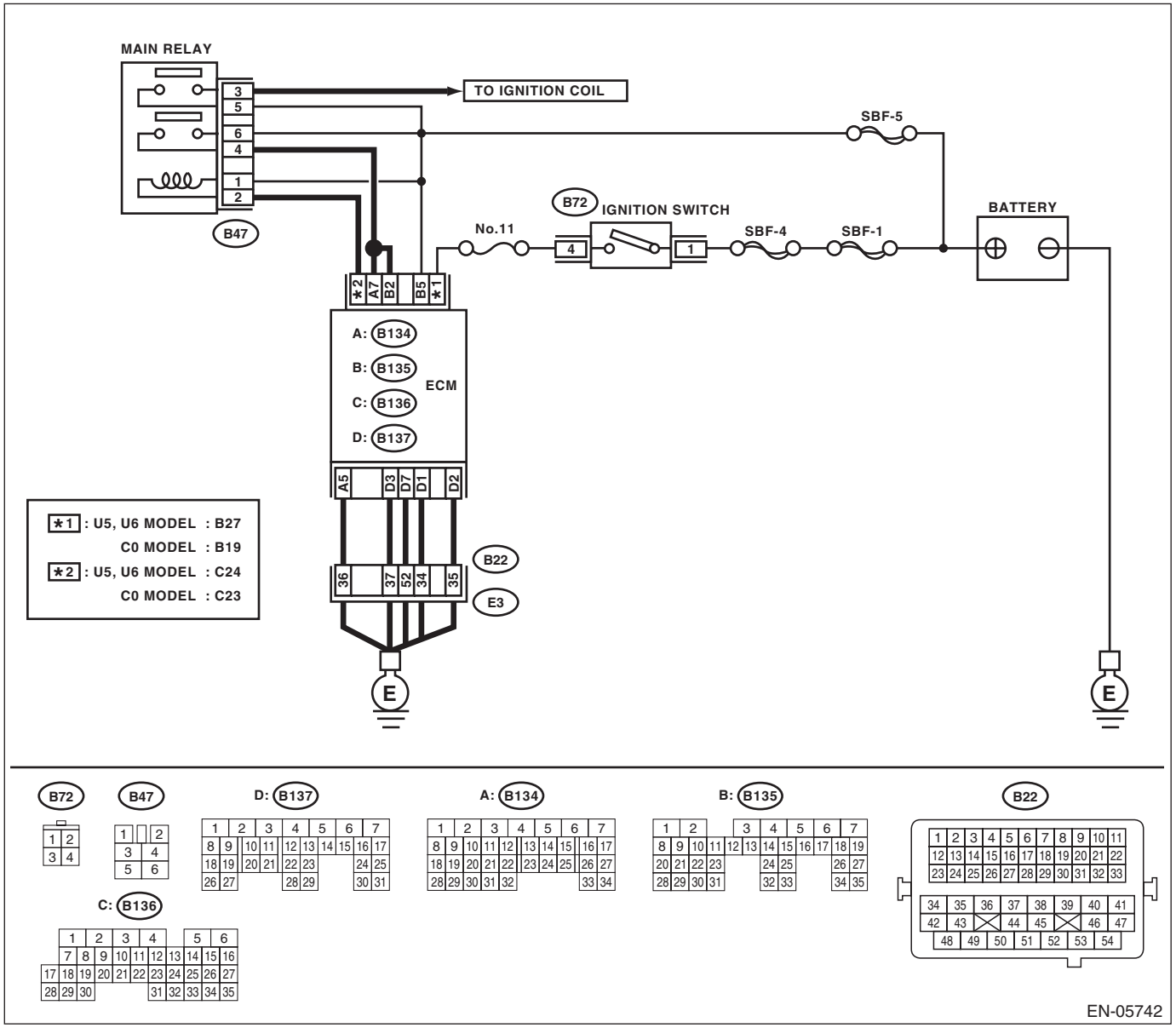
TROUBLE SYMPTOM:

- Engine does not start.
- Engine stalls.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Step		Check	Yes	No
1	**CHECK FOR ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check the appropriate DTC using the “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.

CC:DTC P0605 INTERNAL CONTROL MODULE READ ONLY MEMORY (ROM) ERROR

NOTE:
For the diagnostic procedure, refer to DTC P0607. <Ref. to EN(H4SO)(diag)-256, DTC P0607 CONTROL MODULE PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CD:DTC P0607 CONTROL MODULE PERFORMANCE

DTC DETECTING CONDITION:

- Depending on the content of malfunction, adapt either of the followings.
  - Immediately at fault recognition
  - Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-168, DTC P0607 CONTROL MODULE PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-176, DTC P0607 CONTROL MODULE PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

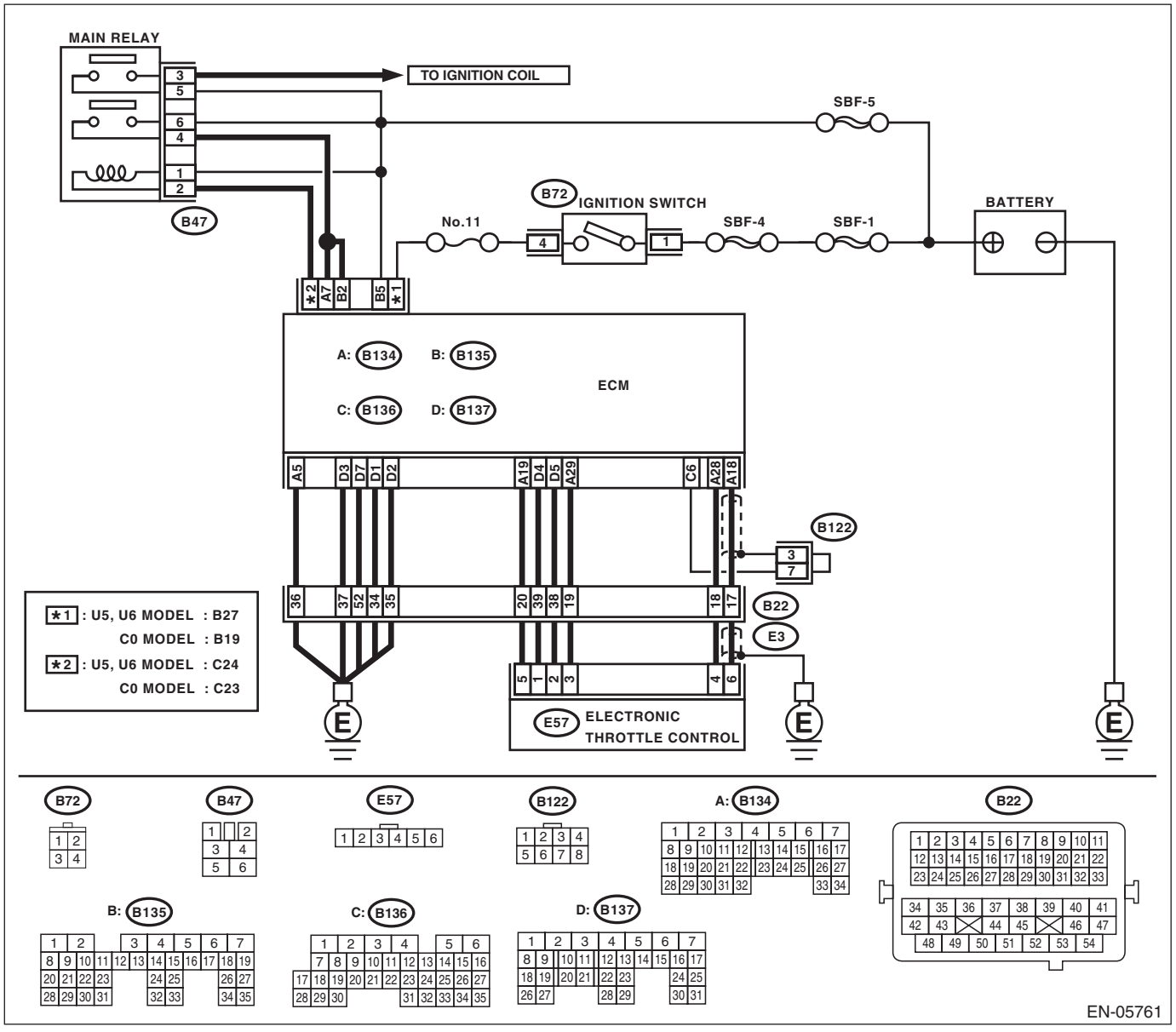
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK INPUT VOLTAGE OF ECM.** 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 7 (+) — Chassis ground (–):*** ***(B135) No. 2 (+) — Chassis ground (–):***	Is the voltage 10 — 13 V?	Go to step **2**.	Repair the open or ground short circuit of power supply circuit.
2	**CHECK INPUT VOLTAGE OF ECM.** 1) Start the engine. 2) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 7 (+) — Chassis ground (–):*** ***(B135) No. 2 (+) — Chassis ground (–):***	Is the voltage 13 — 15 V?	Go to step **3**.	Repair the open or ground short circuit of power supply circuit.
3	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and electronic throttle control. 3) Measure the resistance of harness between ECM and electronic throttle control connector. ***Connector & terminal*** ***(B134) No. 19 — (E57) No. 5:*** ***(B134) No. 29 — (E57) No. 3:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the open circuit of harness between ECM and electronic throttle control connector.
4	**CHECK ECM GROUND HARNESS.** 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 5 (+) — Chassis ground (–):*** ***(B137) No. 1 (+) — Chassis ground (–):*** ***(B137) No. 2 (+) — Chassis ground (–):*** ***(B137) No. 3 (+) — Chassis ground (–):*** ***(B137) No. 7 (+) — Chassis ground (–):***	Is the voltage less than 1 V?	Repair the poor contact of the ECM connector.	Repair the following item. • Open circuit of ground circuit • Further tightening of the engine ground terminal • Poor contact in ECM connector • Poor contact of coupling connector

CE:DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1)

NOTE:
For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(H4SO)(diag)-308, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CF:DTC P0691 FAN 1 CONTROL CIRCUIT LOW

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-173, DTC P0691 FAN 1 CONTROL CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Radiator fan does not operate properly.
- Overheating

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

Step		Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check DTC using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Check the radiator fan system. <Ref. to CO(H4SO)-11, Radiator Fan System.>

CG:DTC P0692 FAN 1 CONTROL CIRCUIT HIGH

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-174, DTC P0692 FAN 1 CONTROL CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Radiator fan does not operate properly.
- Overheating

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

Step		Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check DTC using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Check the radiator fan system. <Ref. to CO(H4SO)-11, Radiator Fan System.>

CH:DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST)

NOTE:
For the diagnostic procedure, refer to AT section. <Ref. to 4AT(diag)-2, Basic Diagnostic Procedure.>

CI: DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-176, DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-183, DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

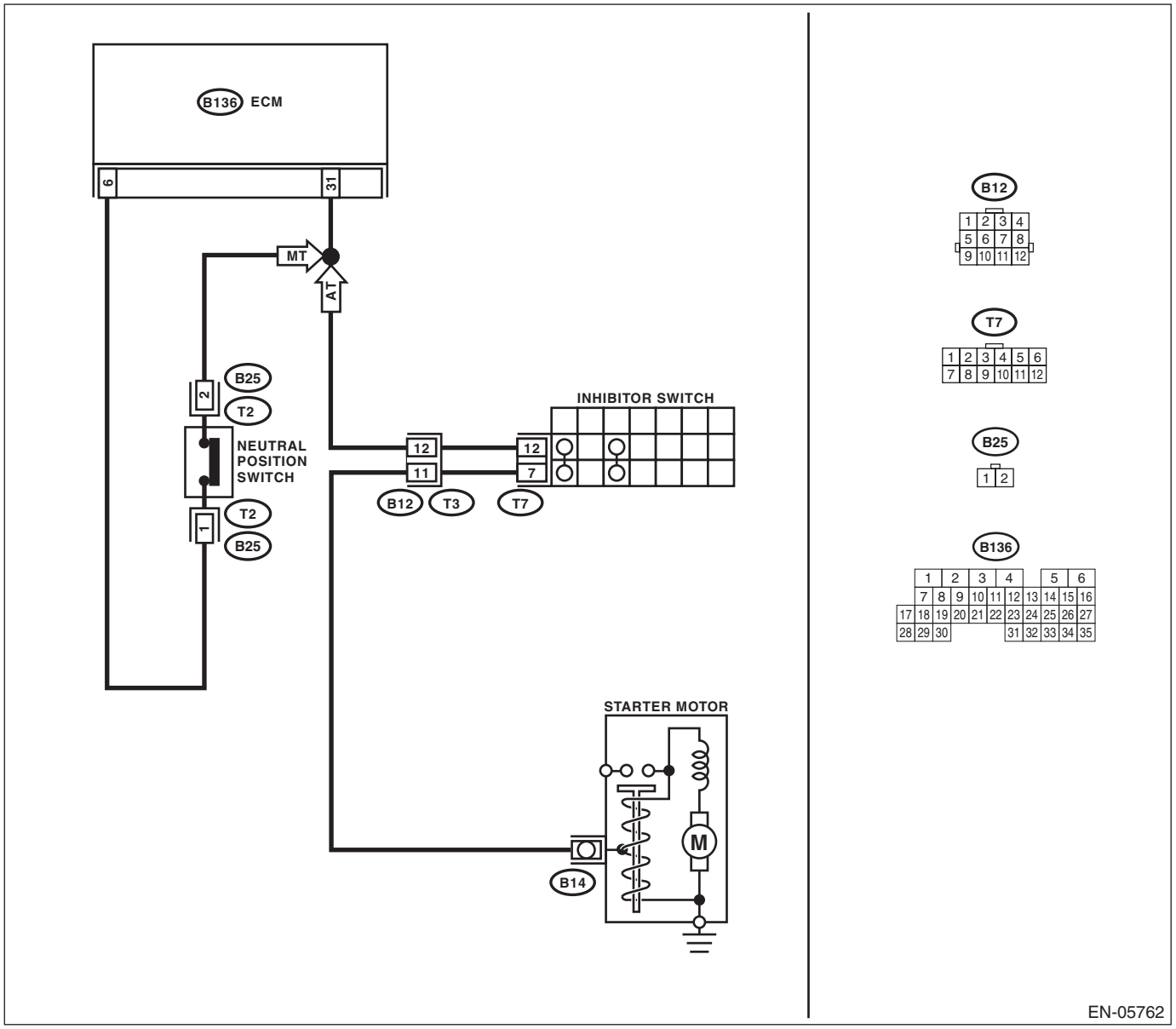
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK SELECT CABLE.**	Is there any fault in the select cable?	Repair or adjust the select cable. <Ref. to CS-25, Select Cable.>	Go to step **2**.
2	**CHECK INPUT SIGNAL OF ECM.** 1) Turn the ignition switch to ON. 2) Place the select lever other than "N" and "P" range. 3) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 31 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the poor contact of the ECM connector.	Go to step **3**.
3	**CHECK HARNESS BETWEEN ECM AND TRANSMISSION HARNESS CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and transmission harness connector (T3). 3) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 31 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the ground short circuit of harness between ECM and transmission harness connector.
4	**CHECK TRANSMISSION HARNESS CONNECTOR.** 1) Disconnect the connector from inhibitor switch. 2) Measure the resistance between the transmission harness connector and engine ground. ***Connector & terminal*** ***(T3) No. 12 — Engine ground:***	Is the resistance 1 MΩ or more?	Replace the inhibitor switch. <Ref. to 4AT-47, Inhibitor Switch.>	Repair the ground short circuit of harness between transmission harness connector and inhibitor switch connector.

CJ:DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-177, DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-184, DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

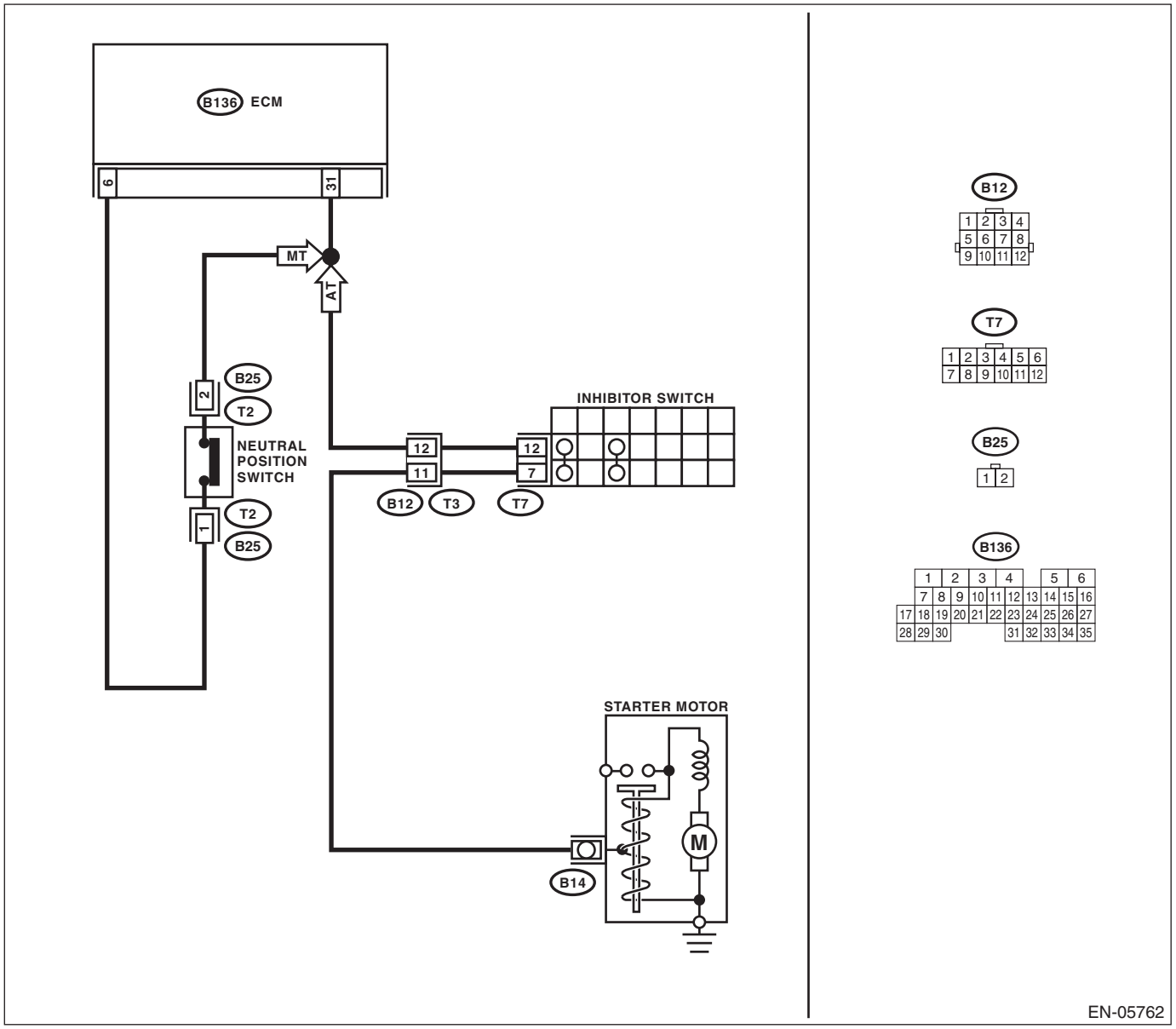
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL OF ECM.** 1) Turn the ignition switch to ON. 2) Place the shift lever in a position other than neutral. 3) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 31 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the poor contact of the ECM connector.	Go to step **2**.
2	**CHECK HARNESS BETWEEN ECM AND NEUTRAL POSITION SWITCH CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and transmission harness connector (T2). 3) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 31 — Chassis ground:***	Is the resistance 1 MΩ or more?	Repair the short circuit of transmission harness, or replace the neutral position switch.	Repair the ground short circuit of harness between ECM and transmission harness connector.

CK:DTC P0852 PARK/NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-178, DTC P0852 PARK/NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-186, DTC P0852 PARK/NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

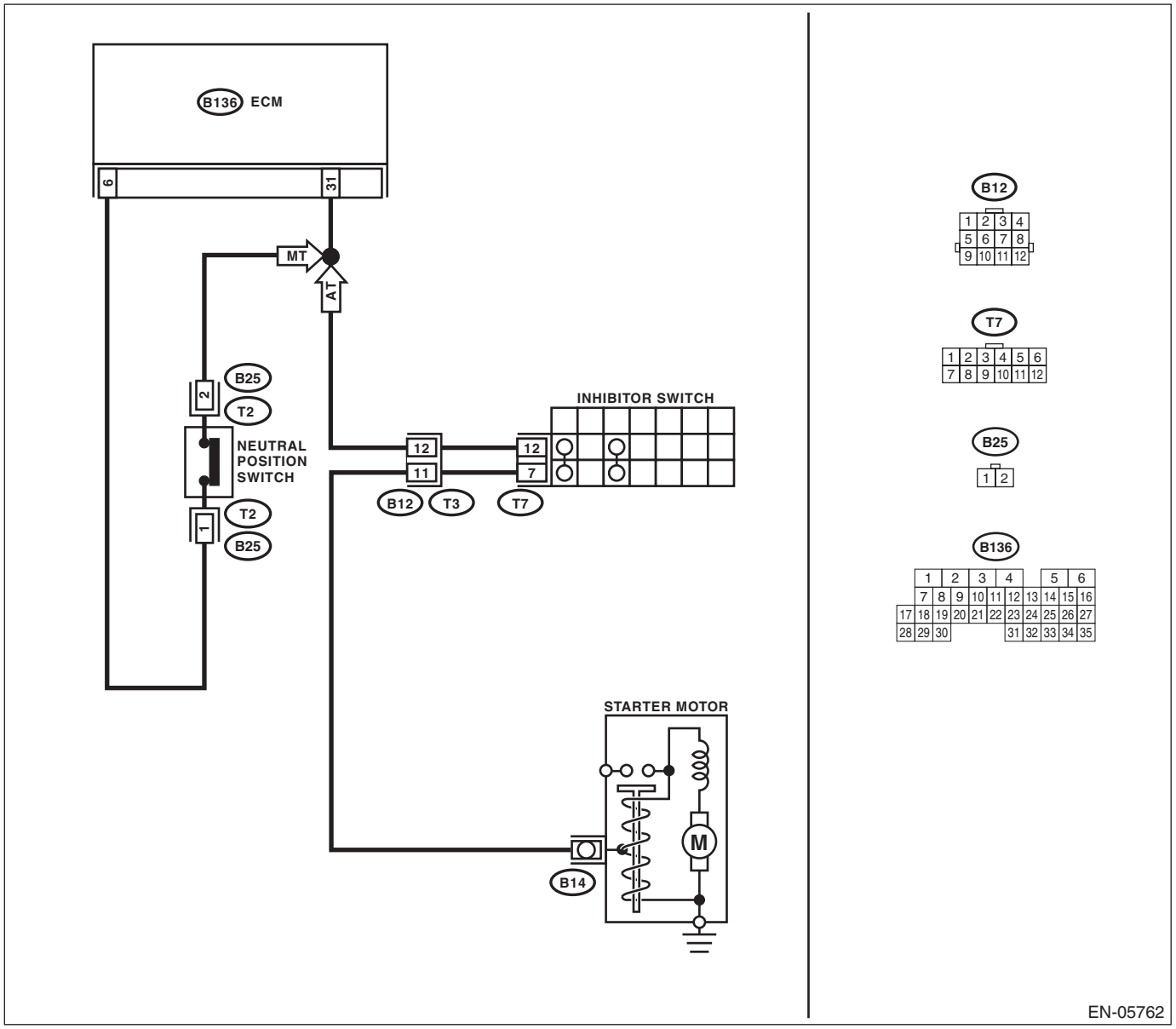
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK SELECT CABLE.**	Is there any fault in the select cable?	Repair or adjust the select cable. <Ref. to CS-25, Select Cable.>	Go to step **2**.
2	**CHECK INPUT SIGNAL OF ECM.** 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground with select lever at "N" and "P" range. ***Connector & terminal*** ***(B136) No. 31 (+) — Chassis ground (–):***	Is the voltage less than 1 V?	Repair the poor contact of the ECM connector.	Go to step **3**.
3	**CHECK HARNESS BETWEEN ECM AND INHIBITOR SWITCH CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and inhibitor switch. 3) Measure the resistance of harness between ECM and inhibitor switch connector. ***Connector & terminal*** ***(B136) No. 31 — (T7) No. 12:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and inhibitor switch connector • Poor contact in coupling connector
4	**CHECK INHIBITOR SWITCH GROUND LINE.** Measure the resistance of harness between inhibitor switch connector and engine ground. ***Connector & terminal*** ***(T7) No. 7 — Engine ground:***	Is the resistance less than 5 Ω?	Replace the inhibitor switch. <Ref. to 4AT-47, Inhibitor Switch.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between inhibitor switch connector and starter motor ground line • Poor contact of coupling connector • Poor contact in starter motor connector • Poor contact in starter motor ground • Starter motor

CL:DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-179, DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-187, DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

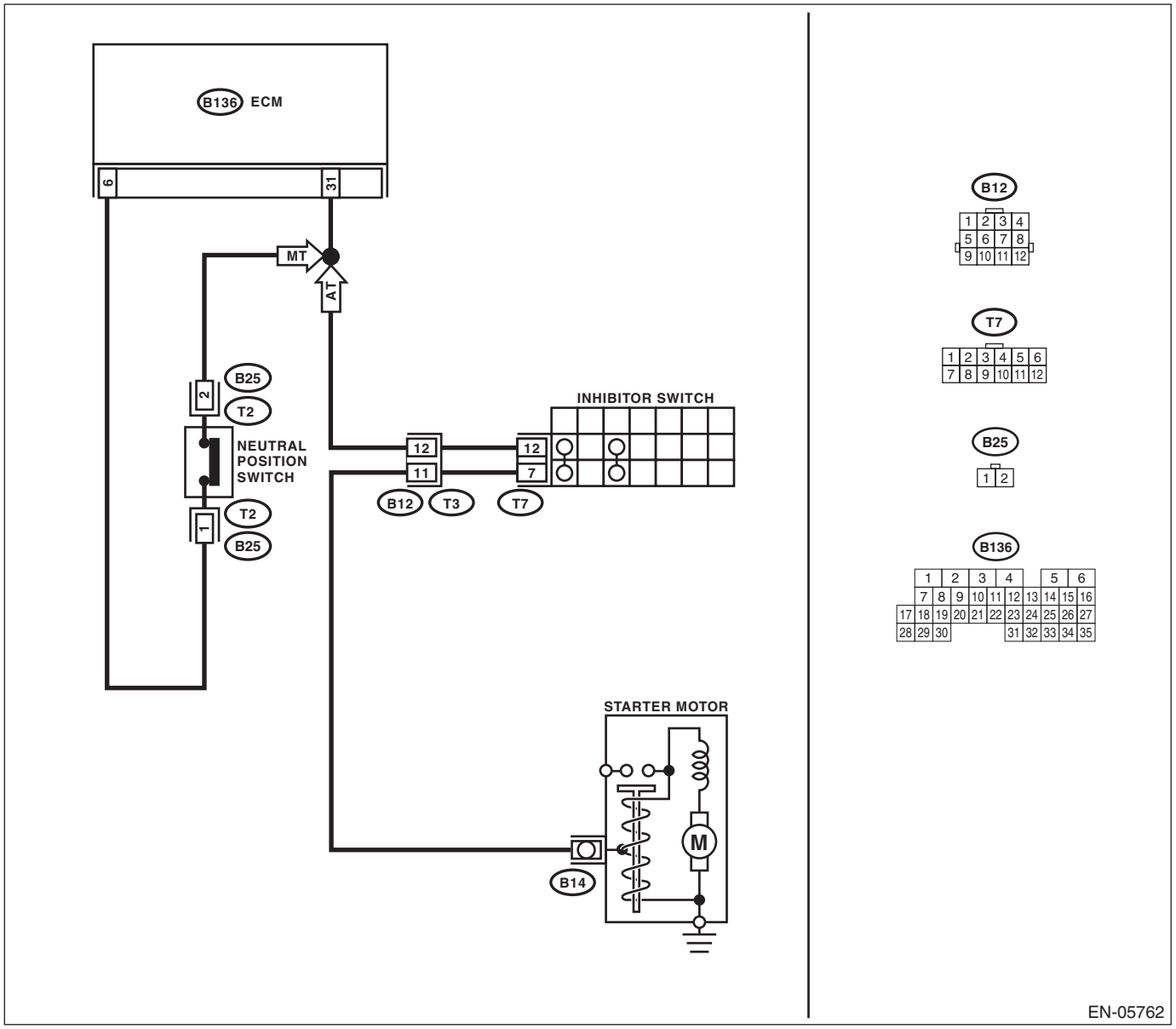
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL OF ECM.** 1) Turn the ignition switch to ON. 2) Place the shift lever in neutral. 3) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 31 (+) — Chassis ground (–):***	Is the voltage less than 1 V?	Repair the poor contact of the ECM connector.	Go to step **2**.
2	**CHECK HARNESS BETWEEN ECM AND NEUTRAL SWITCH CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and transmission harness connector (T2). 3) Measure the resistance of harness between ECM and transmission harness connector. ***Connector & terminal*** ***(B136) No. 31 — (B25) No. 2:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness between ECM and transmission harness connector.
3	**CHECK HARNESS BETWEEN ECM AND NEUTRAL SWITCH CONNECTOR.** Measure the resistance of harness between ECM and transmission harness connector. ***Connector & terminal*** ***(B136) No. 6 — (B25) No. 1:***	Is the resistance less than 5 Ω?	Go to step **4**.	Repair the open circuit of harness between ECM and transmission harness connector.
4	**CHECK NEUTRAL SWITCH.** 1) Place the shift lever in neutral. 2) Measure the resistance between transmission harness connector terminals. ***Connector & terminal*** ***(T2) No. 1 — No. 2:***	Is the resistance less than 1 Ω?	Repair the poor contact of transmission harness connector.	Repair the open circuit of transmission harness, or replace the neutral switch.

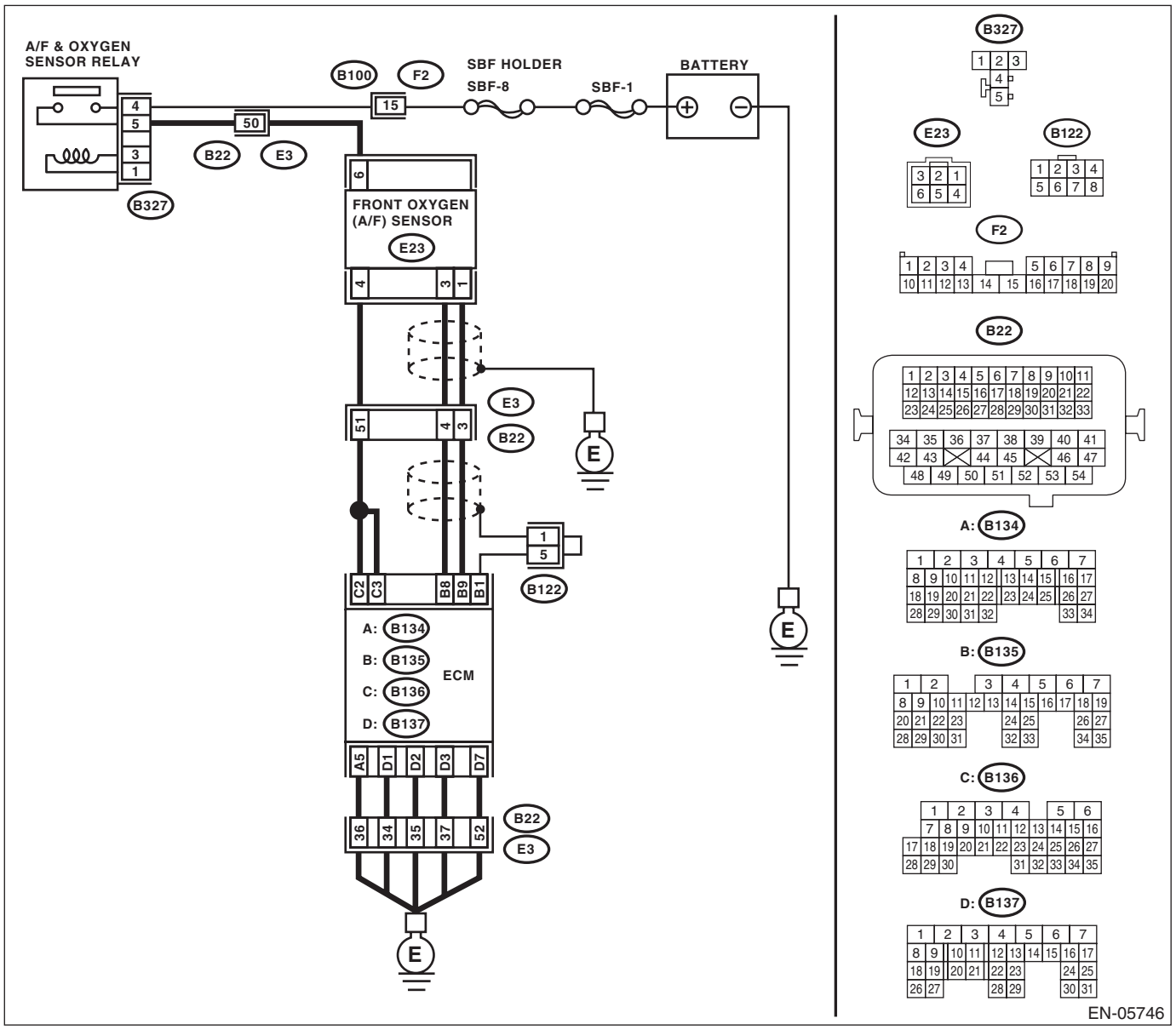
CM:DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 1 SENSOR 1)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-180, DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-189, DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.**	Has water entered the connector?	Completely remove any water inside.	Go to step **2**.
2	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and front oxygen (A/F) sensor. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. ***Connector & terminal*** ***(B135) No. 9 — (E23) No. 1:*** ***(B135) No. 8 — (E23) No. 3:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and front oxygen (A/F) sensor connector • Poor contact in front oxygen (A/F) sensor connector • Poor contact in ECM connector • Poor contact of coupling connector
3	**CHECK POOR CONTACT.** Check poor contact of front oxygen (A/F) sensor connector.	Is there poor contact in front oxygen (A/F) sensor connector?	Repair the poor contact of the front oxygen (A/F) sensor connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-37, Front Oxygen (A/F) Sensor.>

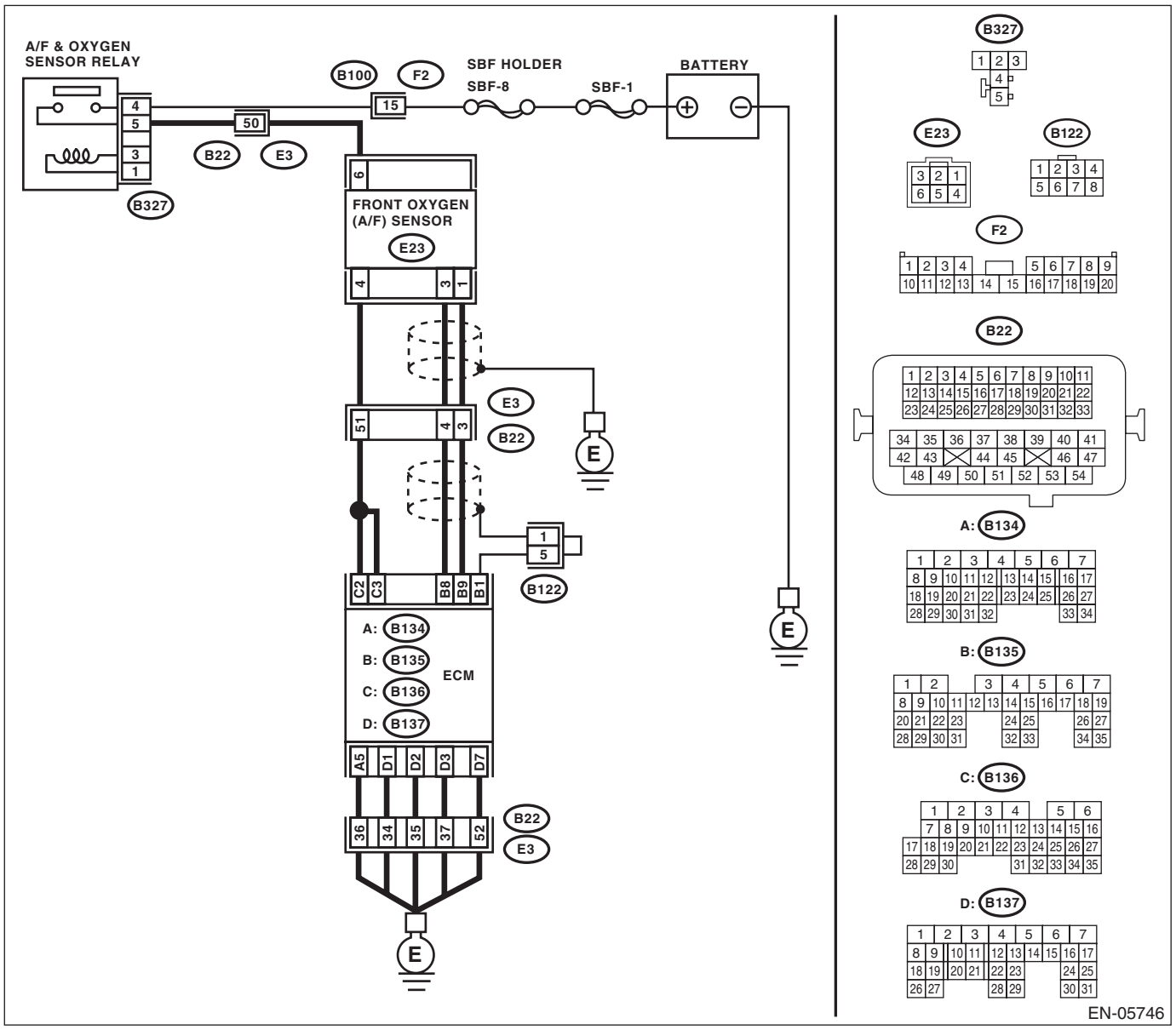
CN:DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 1 SENSOR 1)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-182, DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-192, DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.**	Has water entered the connector?	Completely remove any water inside.	Go to step **2**.
2	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 9 — Chassis ground:*** ***(B135) No. 8 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and front oxygen (A/F) sensor connector.
3	**CHECK OUTPUT SIGNAL FOR ECM.** 1) Connect the ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 9 (+) — Chassis ground (–):***	Is the voltage 4.5 V or more?	Go to step **5**.	Go to step **4**.
4	**CHECK OUTPUT SIGNAL FOR ECM.** Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 8 (+) — Chassis ground (–):***	Is the voltage 4.95 V or more?	Go to step **5**.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-37, Front Oxygen (A/F) Sensor.>
5	**CHECK OUTPUT SIGNAL FOR ECM.** Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 9 (+) — Chassis ground (–):*** ***(B135) No. 8 (+) — Chassis ground (–):***	Is the voltage 8 V or more?	Repair the short circuit to power in the harness between the ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-41, Engine Control Module (ECM).>	Repair the poor contact of the ECM connector.

CO:DTC P1160 RETURN SPRING FAILURE

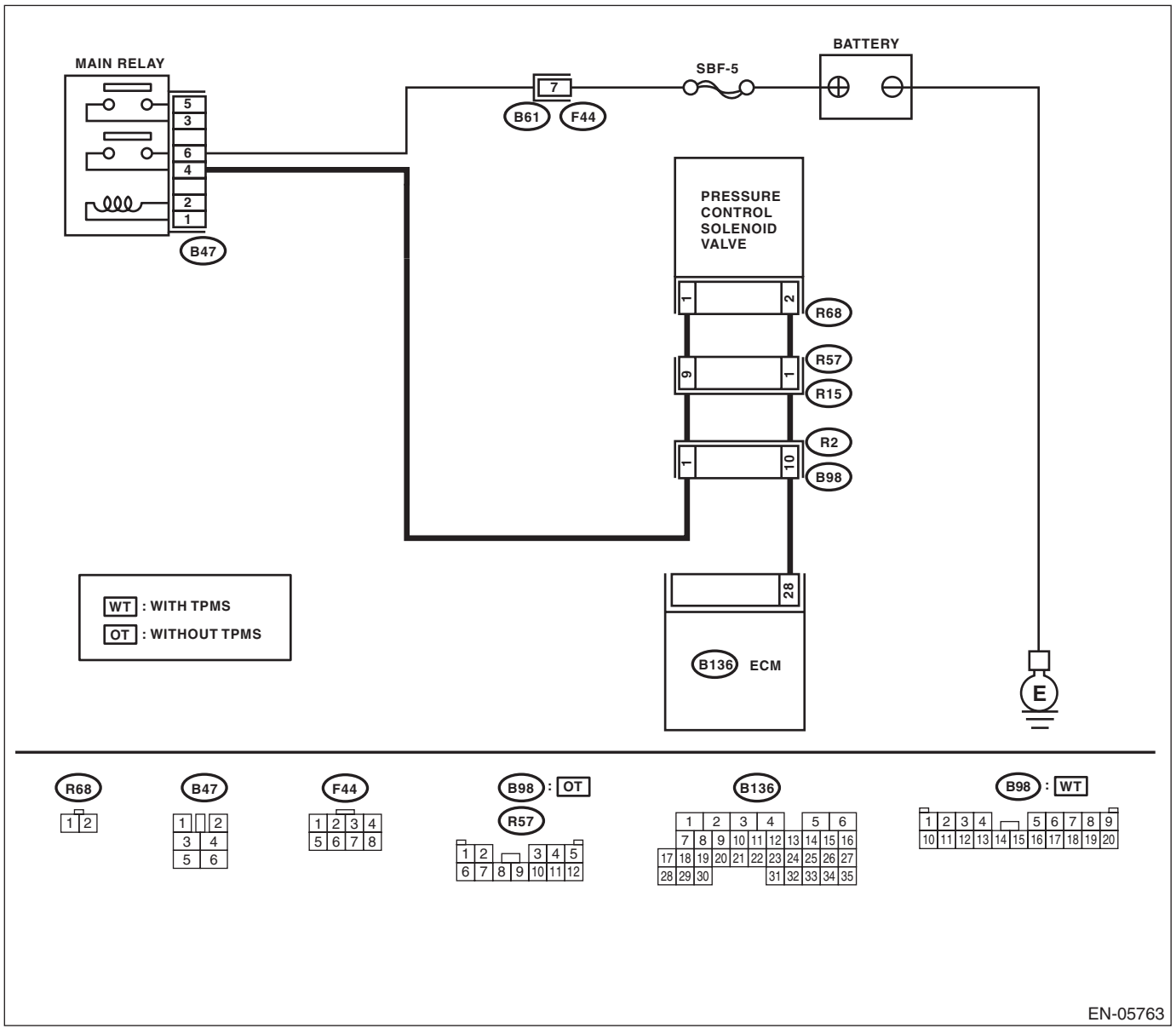
NOTE:
For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(H4SO)(diag)-308, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CP:DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-186, DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-197, DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



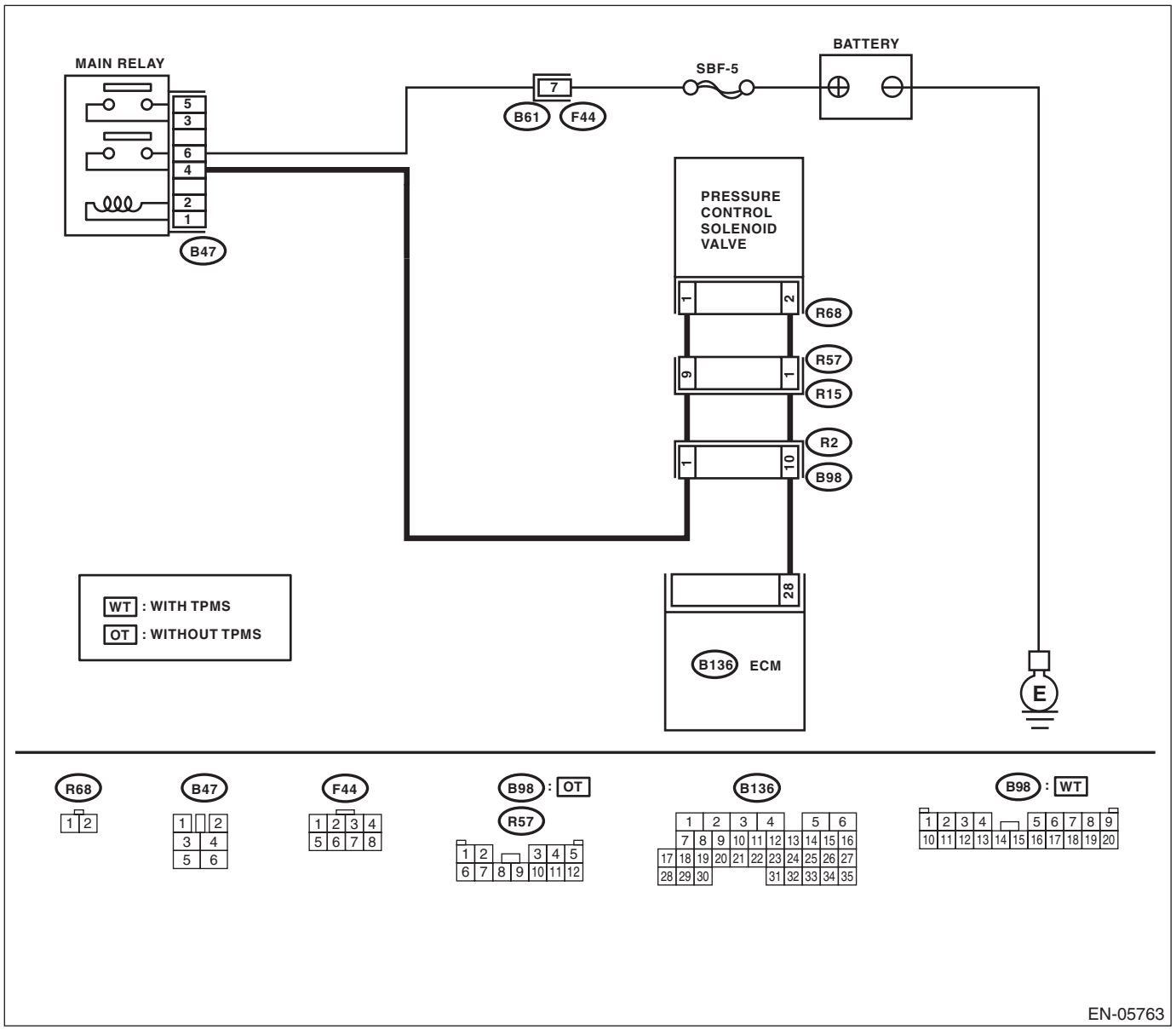
	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL OF ECM.** 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 28 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the poor contact of the ECM connector.	Go to step **2**.
2	**CHECK HARNESS BETWEEN ECM AND PRESSURE CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and pressure control solenoid valve. 3) Measure the resistance between pressure control solenoid valve and chassis ground. ***Connector & terminal*** ***(R68) No. 2 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and pressure control solenoid valve connector.
3	**CHECK HARNESS BETWEEN ECM AND PRESSURE CONTROL SOLENOID VALVE.** Measure the resistance of harness between ECM and pressure control solenoid valve connector. ***Connector & terminal*** ***(B136) No. 28 — (R68) No. 2:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and pressure control solenoid valve connector • Poor contact in coupling connector
4	**CHECK PRESSURE CONTROL SOLENOID VALVE.** Measure the resistance between pressure control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 10 — 100 Ω?	Go to step **5**.	Replace the pressure control solenoid valve. <Ref. to EC(H4SO)-12, Pressure Control Solenoid Valve.>
5	**CHECK POWER SUPPLY TO THE PRESSURE CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to ON. 2) Measure the voltage between pressure control solenoid valve and chassis ground. ***Connector & terminal*** ***(R68) No. 1 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the poor contact of pressure control solenoid valve connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay and pressure control solenoid valve connector • Poor contact in coupling connector • Poor contact in main relay connector

CQ:DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-188, DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-199, DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND PRESSURE CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and pressure control solenoid valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 28 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and pressure control solenoid valve connector.	Go to step **2**.
2	**CHECK PRESSURE CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between pressure control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance less than 1 Ω?	Replace the pressure control solenoid valve. <Ref. to EC(H4SO)-12, Pressure Control Solenoid Valve.>	Repair the poor contact of the ECM connector.

CR:DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-190, DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-201, DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>

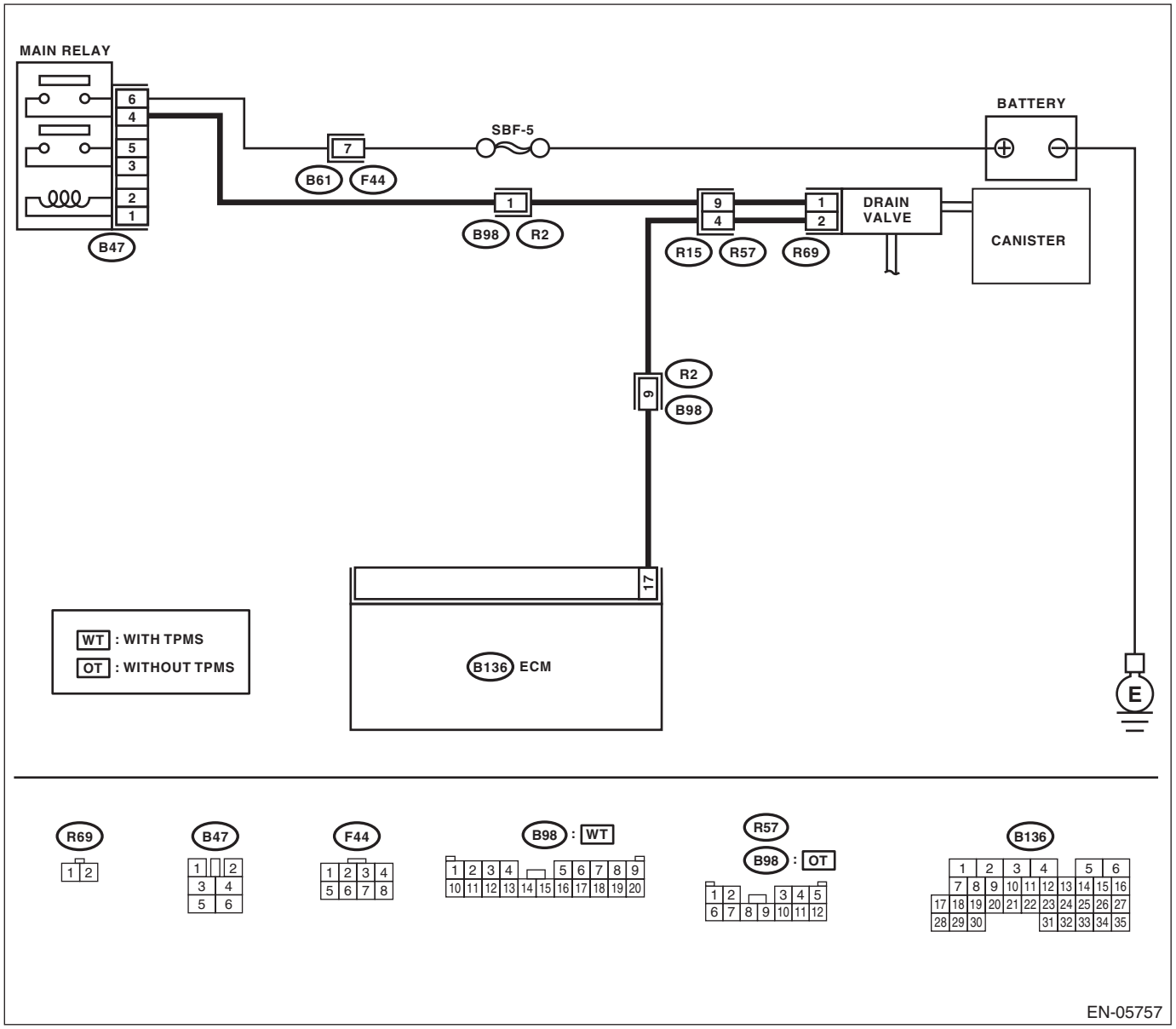
TROUBLE SYMPTOM:

Improper fuel supply

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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	Step	Check	Yes	No
1	**CHECK FOR ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check the appropriate DTC using the “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Go to step **2**.
2	**CHECK DRAIN HOSE.** Check the drain hose for clogging.	Is there clogging in the drain hose?	Replace the drain hose.	Go to step **3**.
3	**CHECK DRAIN VALVE OPERATION.** 1) Turn the ignition switch to OFF. 2) Connect the delivery (test) mode connector. 3) Turn the ignition switch to ON. 4) Operate the drain valve. NOTE: Drain valve can be operated using the Subaru Select Monitor. Regarding the procedures, refer to “Compulsory Valve Operation Check Mode”. <Ref. to EN(H4SO)(diag)-64, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Repair the poor contact of the ECM connector.	Replace the drain valve. <Ref. to EC(H4SO)-16, Drain Valve.>

CS:DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-192, DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-203, DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>

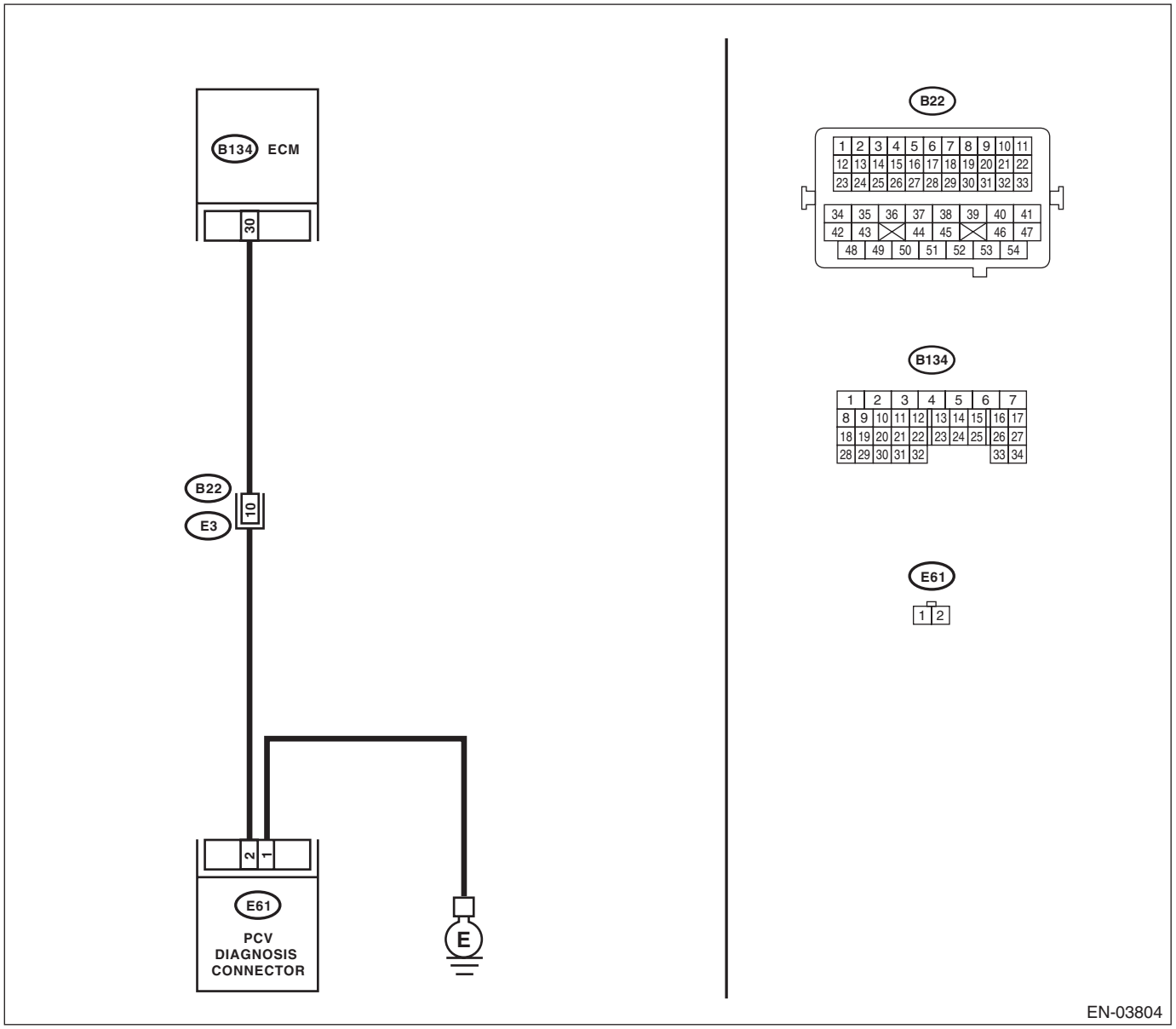
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK BLOW-BY HOSE.** Check the blow-by hose condition.	Is there any disconnection or crack in blow-by hose?	Repair or replace the blow-by hose.	Go to step **2**.
2	**CHECK HARNESS BETWEEN ECM AND PCV HOSE ASSEMBLY.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and PCV hose assembly. 3) Measure the resistance of harness between ECM and PCV hose assembly. ***Connector & terminal*** ***(B134) No. 30 — (E61) No. 2:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness between ECM and PCV hose assembly.
3	**CHECK HARNESS BETWEEN ECM AND PCV HOSE ASSEMBLY.** Measure the resistance between PCV hose assembly and chassis ground. ***Connector & terminal*** ***(B134) No. 30 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the ground short circuit of harness between ECM and PCV hose assembly.
4	**CHECK GROUND CIRCUIT OF PCV HOSE ASSEMBLY.** Measure the resistance of harness between PCV hose assembly and engine ground. ***Connector & terminal*** ***(E61) No. 1 — Engine ground:***	Is the resistance less than 5 Ω?	Go to step **5**.	Repair the open circuit of harness between PCV hose assembly and engine ground.
5	**CHECK THE PCV HOSE ASSEMBLY.** Measure the resistance between the PCV hose assembly terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance less than 1 Ω?	Repair the poor contact in ECM and PCV hose assembly connector.	Replace the PCV hose assembly.

CT:DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT)

NOTE:
For the diagnostic procedure, refer to DTC P1498. <Ref. to EN(H4SO)(diag)-281, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CU:DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT)

NOTE:
For the diagnostic procedure, refer to DTC P1499. <Ref. to EN(H4SO)(diag)-284, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CV:DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT)

NOTE:
For the diagnostic procedure, refer to DTC P1498. <Ref. to EN(H4SO)(diag)-281, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CW:DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT)

NOTE:
For the diagnostic procedure, refer to DTC P1499. <Ref. to EN(H4SO)(diag)-284, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CX:DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT)

NOTE:
For the diagnostic procedure, refer to DTC P1498. <Ref. to EN(H4SO)(diag)-281, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CY:DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT)

NOTE:
For the diagnostic procedure, refer to DTC P1499. <Ref. to EN(H4SO)(diag)-284, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CZ:DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-194, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-198, DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-198, DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-198, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-205, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-209, DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-209, DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-209, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

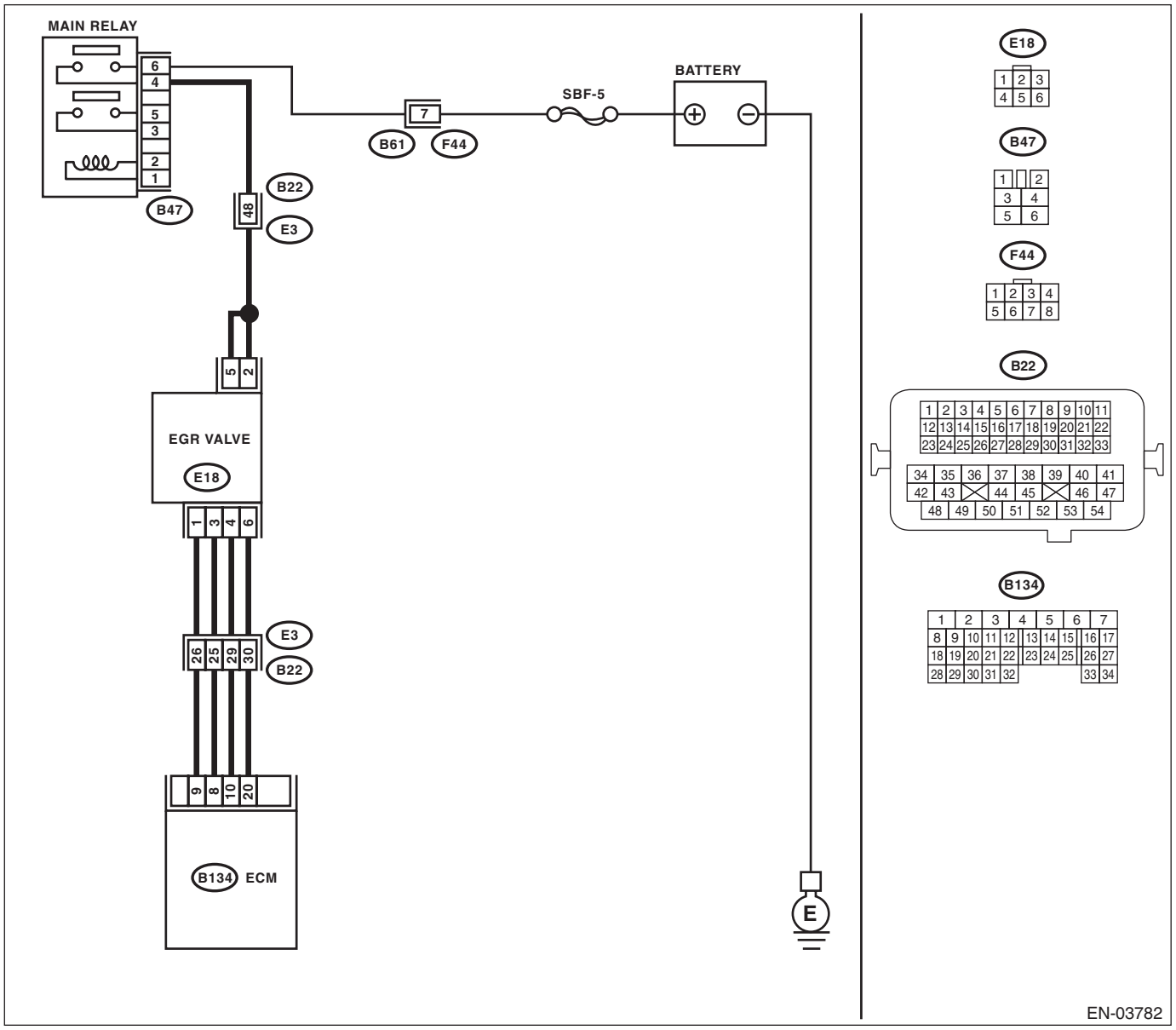
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance
- Engine breathing

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK POWER SUPPLY TO EGR SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from EGR valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between EGR solenoid valve connector and engine ground. ***Connector & terminal*** ***(E18) No. 2 (+) — Engine ground (–):*** ***(E18) No. 5 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Go to step **2**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between EGR solenoid valve and main relay connector • Poor contact in coupling connector
2	**CHECK HARNESS BETWEEN ECM AND EGR SOLENOID VALVE CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM and EGR solenoid valve connector. ***Connector & terminal*** ***DTC P1492; (B134) No. 8 — (E18) No. 3:*** ***DTC P1494; (B134) No. 9 — (E18) No. 1:*** ***DTC P1496; (B134) No. 10 — (E18) No. 4:*** ***DTC P1498; (B134) No. 20 — (E18) No. 6:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and EGR solenoid valve connector • Poor contact in coupling connector
3	**CHECK HARNESS BETWEEN ECM AND EGR SOLENOID VALVE CONNECTOR.** 1) Disconnect the connectors from ECM. 2) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***DTC P1492; (B134) No. 8 — Chassis ground:*** ***DTC P1494; (B134) No. 9 — Chassis ground:*** ***DTC P1496; (B134) No. 10 — Chassis ground:*** ***DTC P1498; (B134) No. 20 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the ground short in harness between ECM and EGR solenoid valve connector.
4	**CHECK POOR CONTACT.** Check poor contact in ECM and EGR valve connector.	Is there poor contact in ECM or EGR valve connector?	Repair the poor contact in ECM or EGR valve connector.	Replace the EGR valve. <Ref. to FU(H4SO)-30, EGR Valve.>

DA:DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-196, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-198, DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-198, DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-198, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-207, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-209, DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-209, DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-209, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

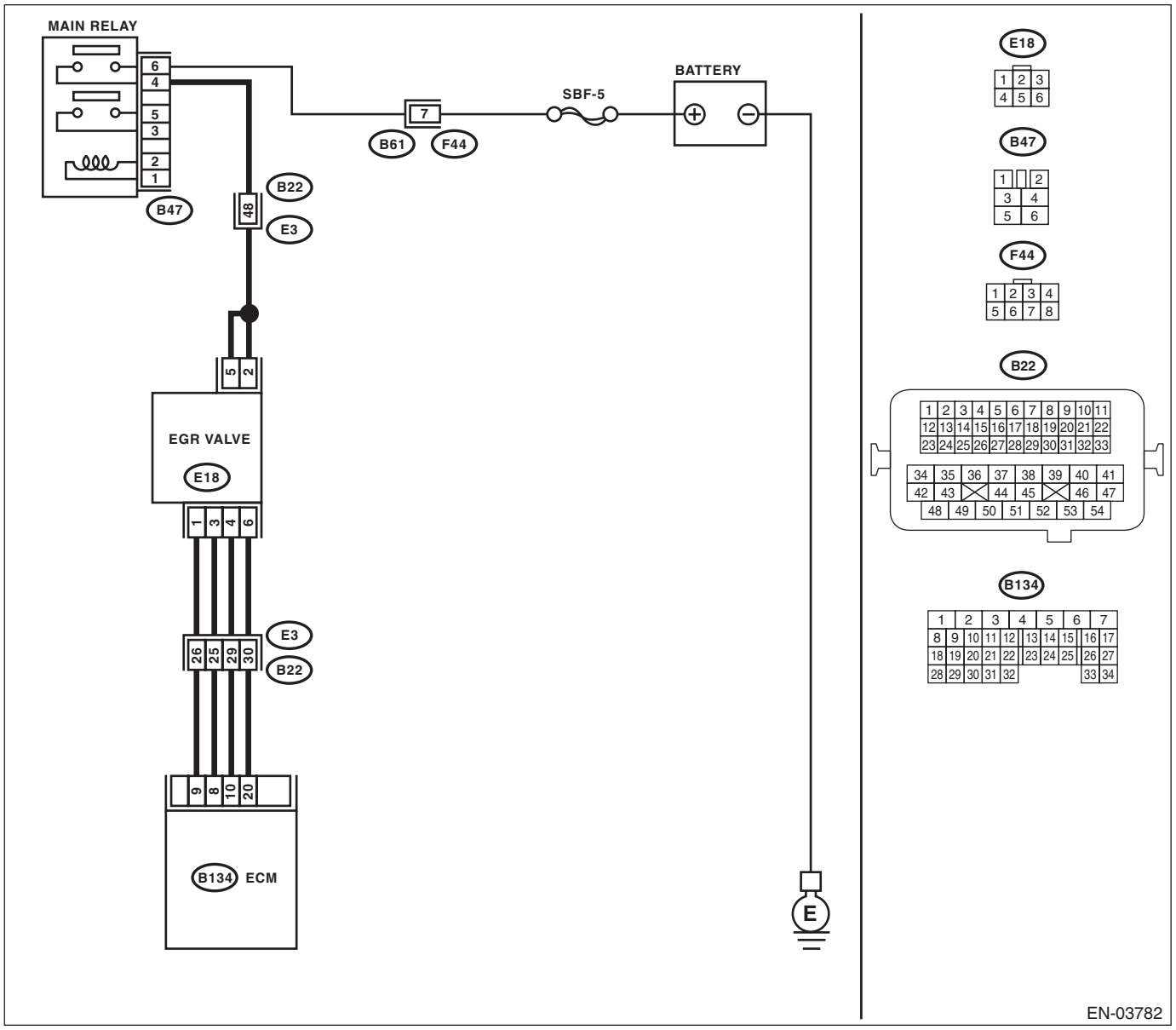
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance
- Engine breathing

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND EGR SOLENOID VALVE CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from EGR valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***DTC P1493; (B134) No. 8 (+) — Chassis ground (–):*** ***DTC P1495; (B134) No. 9 (+) — Chassis ground (–):*** ***DTC P1497; (B134) No. 10 (+) — Chassis ground (–):*** ***DTC P1499; (B134) No. 20 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between the ECM and EGR valve connectors.	Repair the poor contact of the ECM connector.

DB:DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-199, DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-210, DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

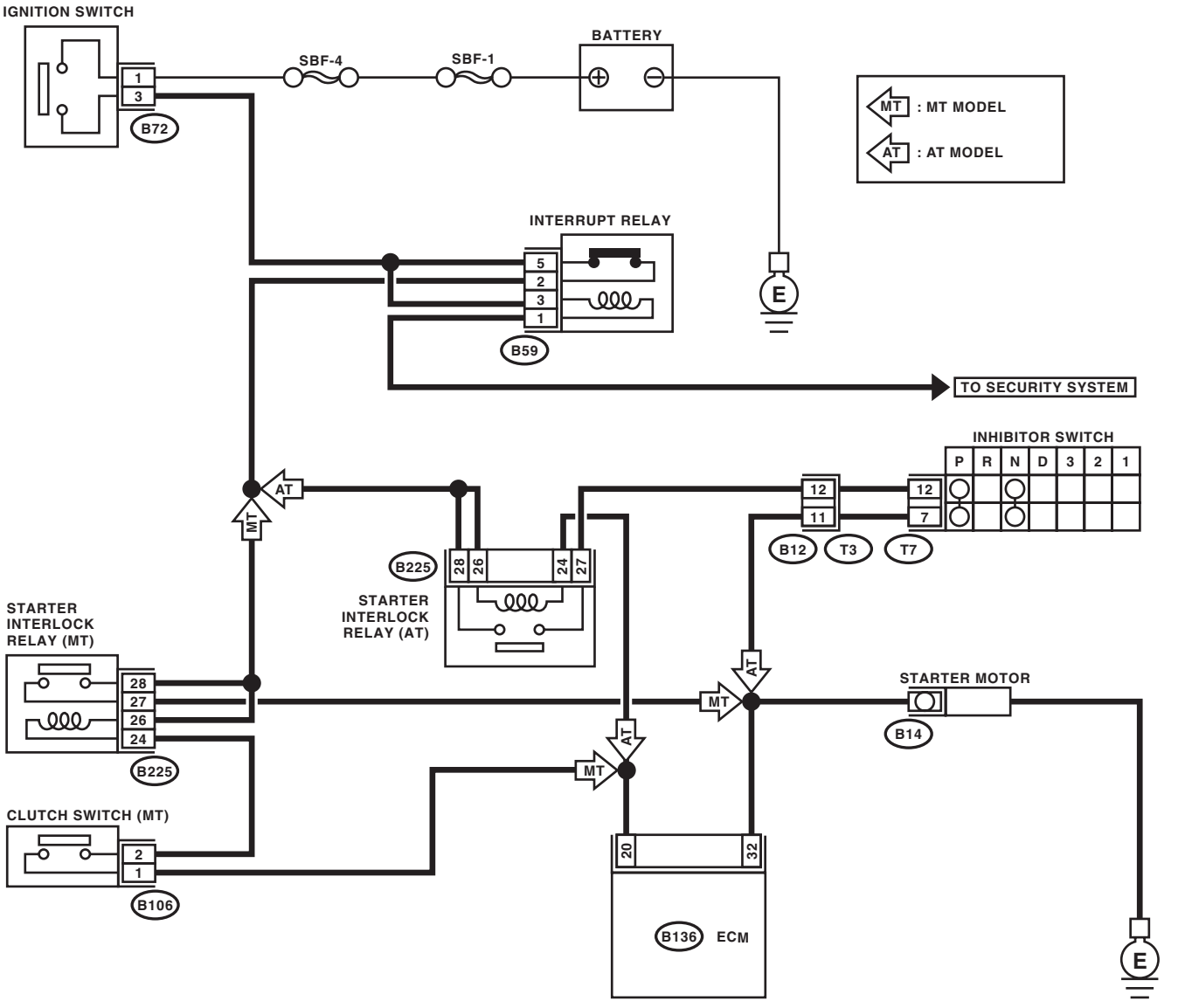
TROUBLE SYMPTOM:

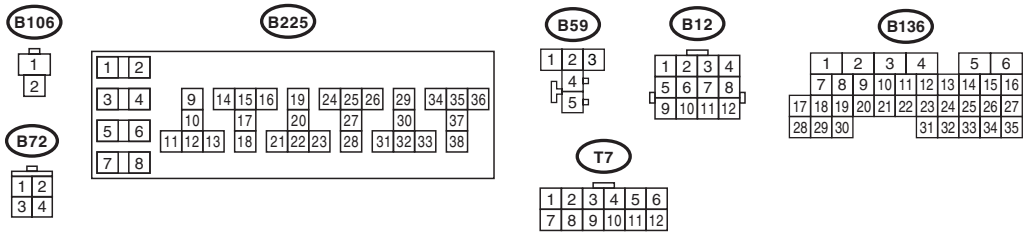
Failure of engine to start

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:





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	Step	Check	Yes	No
1	**CHECK FOR ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Go to step **2**.
2	**CHECK HARNESS BETWEEN ECM AND IGNITION SWITCH.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from starter motor. 3) Turn the ignition switch to START. 4) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 32 (+) — Chassis ground (–):*** NOTE: For MT model, measure with the clutch pedal depressed.	Is the voltage 10 V or more?	Repair the poor contact of the ECM connector.	NOTE: Check the following item and repair or replace if necessary. • Open circuit in harness between the ECM and ignition switch connector • Blown out of fuse (SBF-1, SBF-4) • Poor connection of clutch switch connector (MT model) • Poor contact of clutch switch (MT model)

DC:DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION

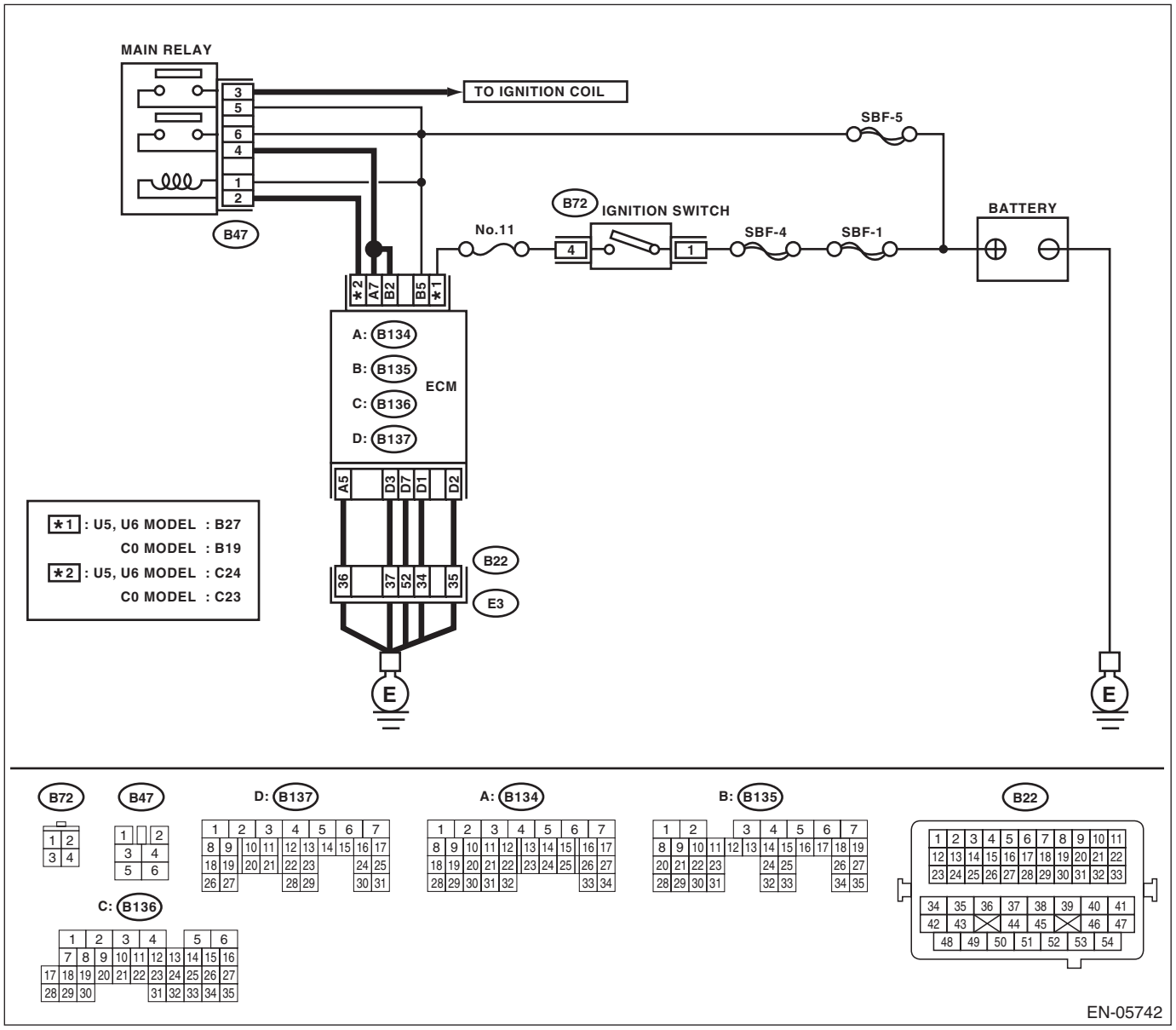
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-200, DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-211, DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL OF ECM.** 1) Turn the ignition switch to OFF. 2) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 5 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair poor contact in ECM connector.	Go to step **2**.
2	**CHECK HARNESS BETWEEN ECM AND MAIN FUSE BOX CONNECTOR.** 1) Disconnect the connectors from ECM. 2) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 5 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and battery terminal.
3	**CHECK FUSE SBF-5.**	Is the fuse blown out?	Replace the fuse.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and battery • Poor contact in ECM connector • Poor contact in battery terminal

DD:DTC P1602 CONTROL MODULE PROGRAMMING ERROR

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-202, DTC P1602 CONTROL MODULE PROGRAMMING ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-212, DTC P1602 CONTROL MODULE PROGRAMMING ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

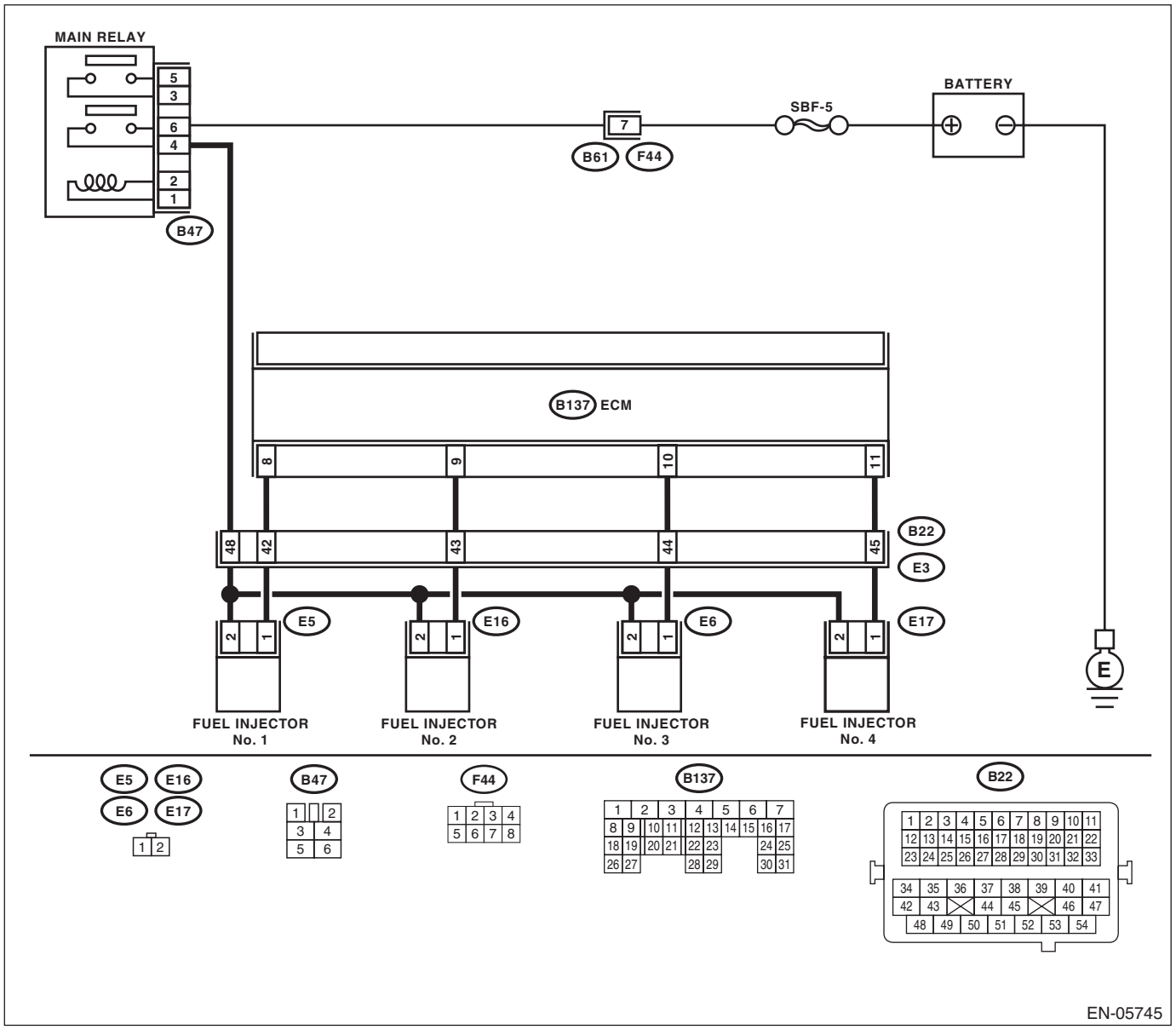
TROUBLE SYMPTOM:

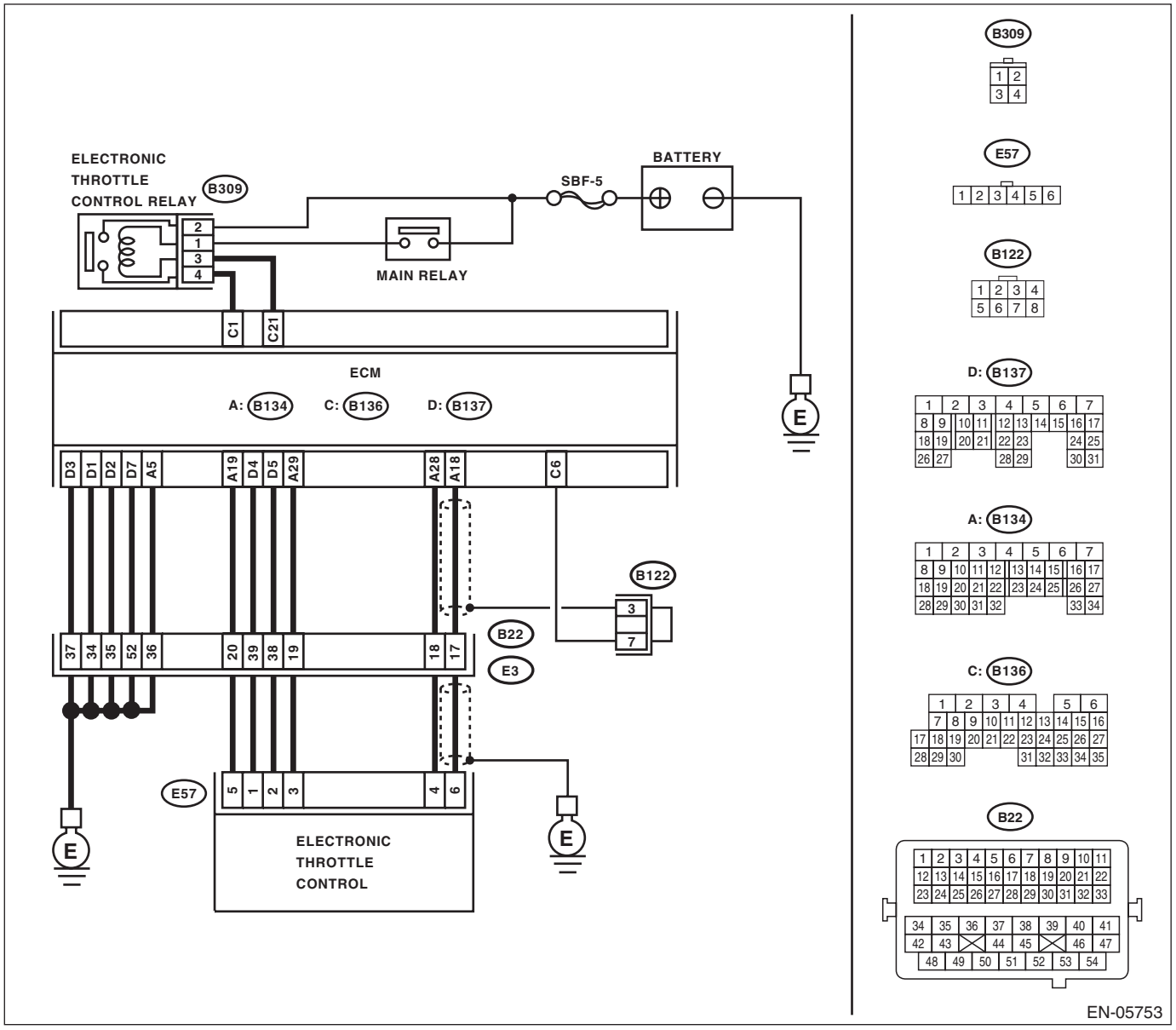
- Engine keeps running at higher speed than specified idle speed.
- Engine keeps running at lower speed than specified idle speed.
- Engine stalls.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:





Step		Check	Yes	No
1	**CHECK FOR ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Go to step **2**.
2	**CHECK ENGINE OIL.**	Is the engine oil filled to the specified amount?	Go to step **3**.	Replace the engine oil. <Ref. to LU(H4SO)-10, REPLACEMENT, Engine Oil.>
3	**CHECK EXHAUST SYSTEM.**	Are there holes or loose bolts on exhaust system?	Repair the exhaust system.	Go to step **4**.

	Step	Check	Yes	No
4	**CHECK AIR INTAKE SYSTEM.**	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair the air intake system.	Go to step **5**.
5	**CHECK FUEL PRESSURE.** **WARNING:** **Place "NO OPEN FLAMES" signs near the working area.** **CAUTION:** **Be careful not to spill fuel.** Measure the fuel pressure. <Ref. to ME(H4SO)-29, INSPECTION, Fuel Pressure.> **CAUTION:** **Release fuel pressure before removing the fuel pressure gauge.**	Is the measured value 330 — 360 kPa (3.4 — 3.7 kgf/cm^2, 48 — 52 psi)?	Go to step **6**.	Repair the following item. Fuel pressure is too high: • Clogged fuel line or bent hose Fuel pressure is too low: • Improper fuel pump discharge • Clogged fuel line
6	**CHECK ENGINE COOLANT TEMPERATURE SENSOR.** 1) Start the engine and warm-up completely. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the engine coolant temperature 75°C (167°F) or higher?	Go to step **7**.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-23, Engine Coolant Temperature Sensor.>
7	**CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR.** 1) Start the engine and warm-up engine until coolant temperature is higher than 75°C (167°F). 2) For AT models, set the select lever to the "P" or "N" range, and for MT models, place the shift lever in the neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the measured value 2.0 — 5.0 g/s (0.26 — 0.66 lb/m)?	Go to step **8**.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>

	Step	Check	Yes	No
8	**CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR.** 1) Start the engine and warm-up engine until coolant temperature is higher than 75°C (167°F). 2) For AT models, set the select lever to the "P" or "N" range, and for MT models, place the shift lever in the neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Open the front hood. 6) Measure the ambient temperature. 7) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Subtract ambient temperature from intake air temperature. Is the obtained value –10 — 50°C (–18 — 90°F)?	Go to step **9**.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>
9	**CHECK OUTPUT SIGNAL OF ECM.** 1) Turn the ignition switch to ON. 2) Measure the voltage between the ECM and chassis ground for faulty cylinders. ***Connector & terminal*** ***#1 (B137) No. 8 (+) — Chassis ground (–):*** ***#2 (B137) No. 9 (+) — Chassis ground (–):*** ***#3 (B137) No. 10 (+) — Chassis ground (–):*** ***#4 (B137) No. 11 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **14**.	Go to step **10**.
10	**CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector on faulty cylinders. 3) Measure the resistance between the fuel injector connector and engine ground on faulty cylinders. ***Connector & terminal*** ***#1 (E5) No. 1 — Engine ground:*** ***#2 (E16) No. 1 — Engine ground:*** ***#3 (E6) No. 1 — Engine ground:*** ***#4 (E17) No. 1 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **11**.	Repair the ground short circuit of harness between ECM and fuel injector.
11	**CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR.** Measure the resistance of harness between the ECM and fuel injector on faulty cylinders. ***Connector & terminal*** ***#1 (B137) No. 8 — (E5) No. 1:*** ***#2 (B137) No. 9 — (E16) No. 1:*** ***#3 (B137) No. 10 — (E6) No. 1:*** ***#4 (B137) No. 11 — (E17) No. 1:***	Is the resistance less than 1 Ω?	Go to step **12**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and fuel injector connector • Poor contact in coupling connector

	Step	Check	Yes	No
12	**CHECK FUEL INJECTOR.** Measure the resistance between fuel injector terminals on faulty cylinder. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 5 — 20 Ω?	Go to step **13**.	Replace the faulty fuel injector. <Ref. to FU(H4SO)-31, Fuel Injector.>
13	**CHECK POWER SUPPLY LINE.** 1) Turn the ignition switch to ON. 2) Measure the voltage between fuel injector and engine ground on faulty cylinders. ***Connector & terminal*** ***#1 (E5) No. 2 (+) — Engine ground (–):*** ***#2 (E16) No. 2 (+) — Engine ground (–):*** ***#3 (E6) No. 2 (+) — Engine ground (–):*** ***#4 (E17) No. 2 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Repair the poor contact of all connectors in fuel injector circuit.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay and fuel injector connector on faulty cylinders • Poor contact in coupling connector • Poor contact in main relay connector • Poor contact in fuel injector connector on faulty cylinders
14	**CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector on faulty cylinders. 3) Turn the ignition switch to ON. 4) Measure the voltage between the ECM and chassis ground for faulty cylinders. ***Connector & terminal*** ***#1 (B137) No. 8 (+) — Chassis ground (–):*** ***#2 (B137) No. 9 (+) — Chassis ground (–):*** ***#3 (B137) No. 10 (+) — Chassis ground (–):*** ***#4 (B137) No. 11 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between the ECM and fuel injector.	Go to step **15**.
15	**CHECK FUEL INJECTOR.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between fuel injector terminals on faulty cylinder. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance less than 1 Ω?	Replace the faulty fuel injector. <Ref. to FU(H4SO)-31, Fuel Injector.>	Go to step **16**.
16	**CHECK INSTALLATION OF CAMSHAFT POSITION SENSOR/CRANKSHAFT POSITION SENSOR.**	Is the camshaft position sensor or crankshaft position sensor loosely installed?	Tighten the camshaft position sensor or crankshaft position sensor.	Go to step **17**.
17	**CHECK CRANK SPROCKET.** Remove the timing belt cover.	Is the crank sprocket rusted or does it have broken teeth?	Replace the crank sprocket. <Ref. to ME(H4SO)-52, Crank Sprocket.>	Go to step **18**.
18	**CHECK INSTALLATION CONDITION OF TIMING BELT.** Turn the crankshaft, and align alignment mark on crank sprocket with alignment mark on cylinder block.	Is the timing belt dislocated from its proper position?	Repair the installation condition of timing belt. <Ref. to ME(H4SO)-45, Timing Belt.>	Go to step **19**.

	Step	Check	Yes	No
19	**CHECK ELECTRONIC THROTTLE CONTROL RELAY.** 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control relay. 3) Connect the battery to terminals No. 1 and No. 3 of electronic throttle control relay. 4) Measure the resistance between electronic throttle control relay terminals. ***Terminals*** ***No. 2 — No. 4:***	Is the resistance less than 1 Ω?	Go to step **20**.	Replace the electronic throttle control relay.
20	**CHECK POWER SUPPLY OF ELECTRONIC THROTTLE CONTROL RELAY.** Measure the voltage between electronic throttle control relay connector and chassis ground. ***Connector & terminal*** ***(B309) No. 2 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **21**.	Repair the open or ground short circuit of power supply circuit.
21	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY.** 1) Disconnect the connectors from ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control relay connector and chassis ground. ***Connector & terminal*** ***(B309) No. 3 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control relay.	Go to step **22**.
22	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control relay connector and chassis ground. ***Connector & terminal*** ***(B309) No. 3 — Chassis ground:*** ***(B309) No. 4 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **23**.	Repair the ground short circuit of harness between ECM and electronic throttle control relay.
23	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY.** Measure the resistance between the ECM and electronic throttle control relay connector. ***Connector & terminal*** ***(B136) No. 21 — (B309) No. 3:*** ***(B136) No. 1 — (B309) No. 4:***	Is the resistance less than 1 Ω?	Go to step **24**.	Repair the open circuit of harness between ECM and electronic throttle control relay.
24	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 19 — Chassis ground:*** ***(B134) No. 18 — Chassis ground:*** ***(B134) No. 18 — (B136) No. 6:*** ***(B134) No. 28 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **25**.	Repair the ground short circuit of harness between ECM and electronic throttle control connector.

	Step	Check	Yes	No
25	**CHECK SHORT CIRCUIT INSIDE THE ECM.** 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 6 — Engine ground:*** ***(E57) No. 4 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **26**.	Repair the ground short circuit of harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(H4SO)-41, Engine Control Module (ECM).>
26	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Disconnect the connectors from ECM. 2) Measure the resistance of harness between ECM and electronic throttle control connector. ***Connector & terminal*** ***(B134) No. 18 — (E57) No. 6:*** ***(B134) No. 28 — (E57) No. 4:*** ***(B134) No. 29 — (E57) No. 3:***	Is the resistance less than 1 Ω?	Go to step **27**.	Repair the open circuit of harness between ECM and electronic throttle control connector.
27	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 3 — Engine ground:***	Is the resistance less than 5 Ω?	Go to step **28**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact of coupling connector
28	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to ON. 2) Measure the voltage between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 6 (+) — Engine ground (–):*** ***(E57) No. 4 (+) — Engine ground (–):***	Is the voltage 4.85 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.	Go to step **29**.
29	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM connectors. ***Connector & terminal*** ***(B134) No. 19 — (B134) No. 18:*** ***(B134) No. 19 — (B134) No. 28:***	Is the resistance 1 MΩ or more?	Go to step **30**.	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.
30	**CHECK SENSOR OUTPUT.** 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Read the data of main throttle sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.>	Is the voltage 0.81 — 0.87 V?	Go to step **31**.	Repair the poor contact of electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4SO)-12, Throttle Body.>

	Step	Check	Yes	No
31	**CHECK SENSOR OUTPUT.** Read the data of sub throttle sensor signal using Subaru Select Monitor. NOTE: Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.>	Is the voltage 1.64 — 1.70 V?	Go to step **32**.	Repair the poor contact of electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4SO)-12, Throttle Body.>
32	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance between ECM and electronic throttle control connector. ***Connector & terminal*** ***(B137) No. 5 — (E57) No. 2:*** ***(B137) No. 4 — (E57) No. 1:***	Is the resistance less than 1 Ω?	Go to step **33**.	Repair the open circuit of harness between ECM and electronic throttle control.
33	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR.** 1) Connect the ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 2 (+) — Engine ground (–):*** ***(E57) No. 1 (+) — Engine ground (–):***	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and electronic throttle control.	Go to step **34**.
34	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 2 — Engine ground:*** ***(E57) No. 1 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **35**.	Repair the ground short circuit of harness between the ECM and electronic throttle control.
35	**CHECK ELECTRONIC THROTTLE CONTROL MOTOR HARNESS.** Measure the resistance between the electronic throttle control connector terminals. ***Connector & terminal*** ***(E57) No. 2 — (E57) No. 1:***	Is the resistance 1 MΩ or more?	Go to step **36**.	Repair the short circuit in the harness between the ECM and electronic throttle control.
36	**CHECK ELECTRONIC THROTTLE CONTROL GROUND CIRCUIT.** Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 5 — Chassis ground:*** ***(B137) No. 1 — Chassis ground:*** ***(B137) No. 2 — Chassis ground:*** ***(B137) No. 3 — Chassis ground:*** ***(B137) No. 7 — Chassis ground:***	Is the resistance less than 5 Ω?	Go to step **37**.	Repair the open circuit of the harness between the ECM and engine ground.

	Step	Check	Yes	No
37	**CHECK ELECTRONIC THROTTLE CONTROL.** Measure the resistance between electronic throttle control terminals. ***Terminals*** ***No. 2 — No. 1:***	Is the resistance 50 Ω or less?	Go to step **38**.	Replace the electronic throttle control. <Ref. to FU(H4SO)-12, Throttle Body.>
38	**CHECK ELECTRONIC THROTTLE CONTROL.** Move the throttle valve to the fully open and fully closed positions with fingers. Check that the valve returns to the specified position when releasing fingers.	Does the valve return to the specified position? Specified value: 3 mm (0.12 in) from fully closed position	Repair the poor contact of the ECM connector.	Replace the electronic throttle control. <Ref. to FU(H4SO)-12, Throttle Body.>

DE:DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN BANK 1

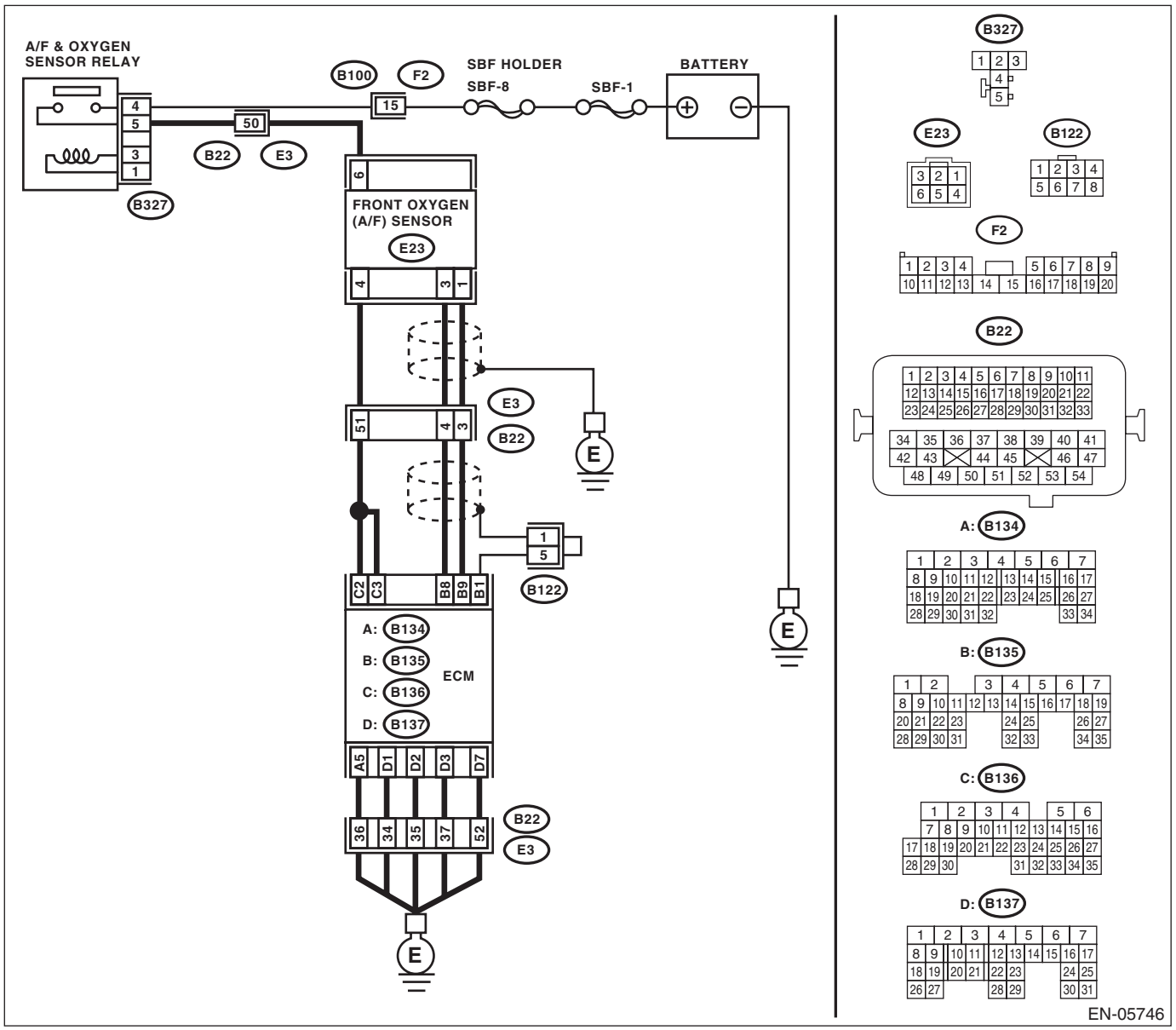
Refer to DTC P2097 for diagnostic procedure. <Ref. to EN(H4SO)(diag)-301, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

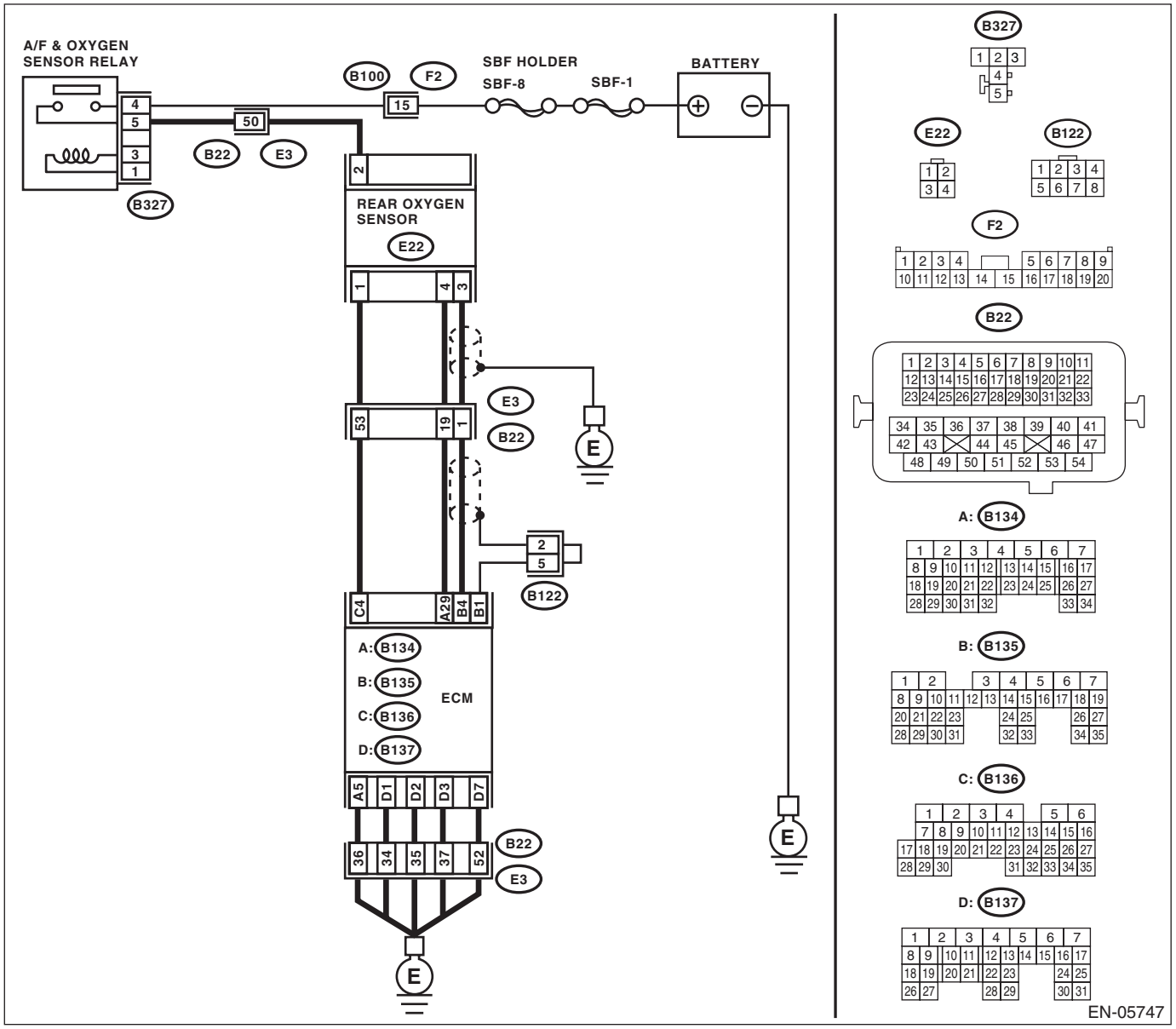
DF:DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-206, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-217, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:




A/F & OXYGEN SENSOR RELAY
B100
F2
SBF HOLDER
SBF-8
SBF-1
BATTERY
B22
E3
B327
REAR OXYGEN SENSOR
E22
ECM
A: B134
B: B135
C: B136
D: B137
B122
E
EN-05747

	Step	Check	Yes	No
1	**CHECK FOR ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Go to step **2**.
2	**CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.**	Has water entered the connector?	Completely remove any water inside.	Go to step **3**.
3	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and front oxygen (A/F) sensor. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. ***Connector & terminal*** ***(B135) No. 9 — (E23) No. 1:*** ***(B135) No. 8 — (E23) No. 3:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and front oxygen (A/F) sensor connector • Poor contact in front oxygen (A/F) sensor connector • Poor contact in ECM connector • Poor contact of coupling connector
4	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 9 — Chassis ground:*** ***(B135) No. 8 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **5**.	Repair the ground short circuit of harness between ECM and front oxygen (A/F) sensor connector.
5	**CHECK OUTPUT SIGNAL FOR ECM.** 1) Connect the ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between front oxygen (A/F) sensor connector and chassis ground. ***Connector & terminal*** ***(E23) No. 1 (+) — Chassis ground (–):***	Is the voltage 4.5 V or more?	Go to step **7**.	Go to step **6**.
6	**CHECK OUTPUT SIGNAL FOR ECM.** Measure the voltage between front oxygen (A/F) sensor connector and chassis ground. ***Connector & terminal*** ***(E23) No. 3 (+) — Chassis ground (–):***	Is the voltage 4.95 V or more?	Go to step **7**.	Go to step **8**.

	Step	Check	Yes	No
7	**CHECK OUTPUT SIGNAL FOR ECM.** Measure the voltage between front oxygen (A/F) sensor connector and chassis ground. ***Connector & terminal*** ***(E23) No. 1 (+) — Chassis ground (–):*** ***(E23) No. 3 (+) — Chassis ground (–):***	Is the voltage 8 V or more?	Repair the short circuit to power in the harness between the ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-41, Engine Control Module (ECM).>	Repair the poor contact of the ECM connector.
8	**CHECK EXHAUST SYSTEM.**	Are there holes or loose bolts on exhaust system?	Repair the exhaust system.	Go to step **9**.
9	**CHECK AIR INTAKE SYSTEM.**	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair the air intake system.	Go to step **10**.
10	**CHECK FUEL PRESSURE.** **WARNING:** **Place "NO OPEN FLAMES" signs near the working area.** **CAUTION:** **Be careful not to spill fuel.** 1) Connect the front oxygen (A/F) sensor connector. 2) Measure the fuel pressure. <Ref. to ME(H4SO)-29, INSPECTION, Fuel Pressure.> **CAUTION:** **Release fuel pressure before removing the fuel pressure gauge.**	Is the measured value 330 — 360 kPa (3.4 — 3.7 kgf/cm^2, 48 — 52 psi)?	Go to step **11**.	Repair the following item. Fuel pressure is too high: • Clogged fuel line or bent hose Fuel pressure is too low: • Improper fuel pump discharge • Clogged fuel line
11	**CHECK ENGINE COOLANT TEMPERATURE SENSOR.** 1) Start the engine and warm-up completely. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the engine coolant temperature 75°C (167°F) or higher?	Go to step **12**.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-23, Engine Coolant Temperature Sensor.>

	Step	Check	Yes	No
12	**CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR.** 1) Start the engine and warm-up engine until coolant temperature is higher than 75°C (167°F). 2) For AT models, set the select lever to the "P" or "N" range, and for MT models, place the shift lever in the neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the measured value 2.0 — 5.0 g/s (0.26 — 0.66 lb/m)?	Go to step **13**.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>
13	**CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR.** 1) Start the engine and warm-up engine until coolant temperature is higher than 75°C (167°F). 2) For AT models, set the select lever to the "P" or "N" range, and for MT models, place the shift lever in the neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Open the front hood. 6) Measure the ambient temperature. 7) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Subtract ambient temperature from intake air temperature. Is the obtained value –10 — 50°C (–18 — 90°F)?	Go to step **14**.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>

	Step	Check	Yes	No
14	**CHECK REAR OXYGEN SENSOR DATA.** 1) Warm-up the engine until engine coolant temperature is higher than 75°C (167°F), and keep the engine speed at 3,000 rpm. (Max. 2 minutes) 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Depress the clutch pedal. (MT model) • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 490 mV or more?	Go to step **15**.	Go to step **16**.
15	**CHECK REAR OXYGEN SENSOR DATA.** 1) Warm-up the engine until engine coolant temperature is higher than 75°C (167°F), and rapidly reduce the engine speed from 3,000 rpm. 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Depress the clutch pedal. (MT model) • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 250 mV or less?	Go to step **17**.	Go to step **16**.
16	**CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.**	Has water entered the connector?	Completely remove any water inside.	Go to step **18**.
17	**CHECK FRONT OXYGEN (A/F) SENSOR AND REAR OXYGEN SENSOR DATA.** 1) Warm-up the engine until engine coolant temperature is higher than 75°C (167°F), then keep the engine idling for 5 minutes or more. 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Does voltage keep to be 0.8 V or more for more than five minutes?	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-37, Front Oxygen (A/F) Sensor.>	Go to step **18**.

	Step	Check	Yes	No
18	**CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. ***Connector & terminal*** ***(B135) No. 4 — (E22) No. 3:*** ***(B134) No. 29 — (E22) No. 4:***	Is the resistance less than 1 Ω?	Go to step **19**.	Repair the open circuit of harness between ECM and rear oxygen sensor connector.
19	**CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR.** 1) Connect the ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between rear oxygen sensor connector and chassis ground. ***Connector & terminal*** ***(E22) No. 3 (+) — Chassis ground (–):***	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-39, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the ECM and rear oxygen sensor • Poor contact in ECM connector • Poor contact of coupling connector

DG:DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/ PERFORMANCE

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-208, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-219, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

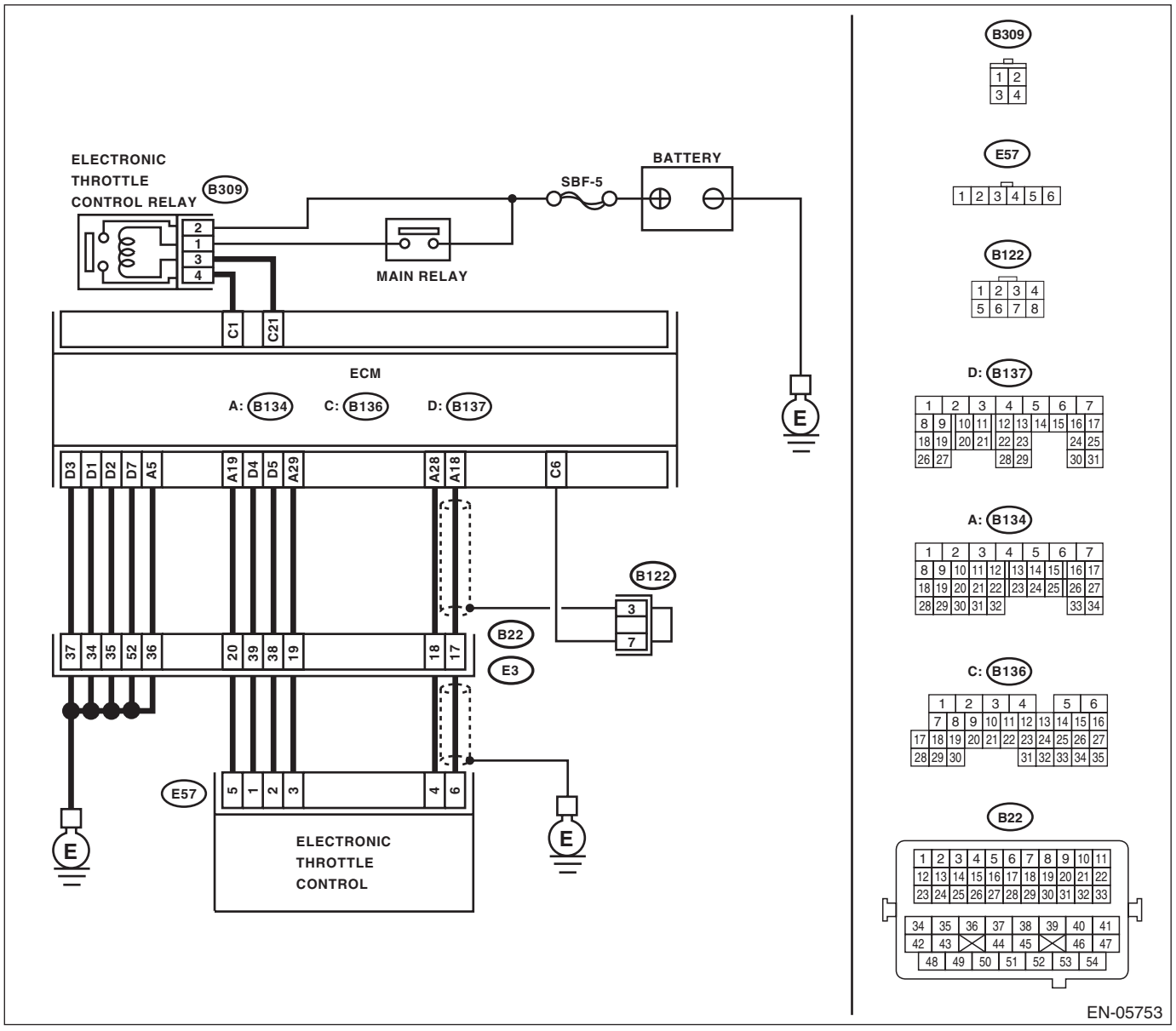
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK ELECTRONIC THROTTLE CONTROL RELAY.** 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control relay. 3) Connect the battery to terminals No. 1 and No. 3 of electronic throttle control relay. 4) Measure the resistance between electronic throttle control relay terminals. ***Terminals*** ***No. 2 — No. 4:***	Is the resistance less than 1 Ω?	Go to step **2**.	Replace the electronic throttle control relay.
2	**CHECK POWER SUPPLY OF ELECTRONIC THROTTLE CONTROL RELAY.** Measure the voltage between electronic throttle control relay connector and chassis ground. ***Connector & terminal*** ***(B309) No. 2 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **3**.	Repair the open or ground short circuit of power supply circuit.
3	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY.** 1) Disconnect the connectors from ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control relay connector and chassis ground. ***Connector & terminal*** ***(B309) No. 3 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control relay.	Go to step **4**.
4	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control relay connector and chassis ground. ***Connector & terminal*** ***(B309) No. 3 — Chassis ground:*** ***(B309) No. 4 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **5**.	Repair the ground short circuit of harness between ECM and electronic throttle control relay.
5	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY.** Measure the resistance between the ECM and electronic throttle control relay connector. ***Connector & terminal*** ***(B136) No. 21 — (B309) No. 3:*** ***(B136) No. 1 — (B309) No. 4:***	Is the resistance less than 1 Ω?	Go to step **6**.	Repair the open circuit of harness between ECM and electronic throttle control relay.
6	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from electronic throttle control. 3) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 19 — Chassis ground:*** ***(B134) No. 18 — Chassis ground:*** ***(B134) No. 18 — (B136) No. 6:*** ***(B134) No. 28 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **7**.	Repair the ground short circuit of harness between ECM and electronic throttle control connector.

	Step	Check	Yes	No
7	**CHECK SHORT CIRCUIT INSIDE THE ECM.** 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 6 — Engine ground:*** ***(E57) No. 4 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **8**.	Repair the ground short circuit of harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(H4SO)-41, Engine Control Module (ECM).>
8	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Disconnect the connectors from ECM. 2) Measure the resistance of harness between ECM and electronic throttle control connector. ***Connector & terminal*** ***(B134) No. 18 — (E57) No. 6:*** ***(B134) No. 28 — (E57) No. 4:*** ***(B134) No. 29 — (E57) No. 3:***	Is the resistance less than 1 Ω?	Go to step **9**.	Repair the open circuit of harness between ECM and electronic throttle control connector.
9	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 3 — Engine ground:***	Is the resistance less than 5 Ω?	Go to step **10**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact of coupling connector
10	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to ON. 2) Measure the voltage between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 6 (+) — Engine ground (–):*** ***(E57) No. 4 (+) — Engine ground (–):***	Is the voltage 4.85 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.	Go to step **11**.
11	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM connectors. ***Connector & terminal*** ***(B134) No. 19 — (B134) No. 18:*** ***(B134) No. 19 — (B134) No. 28:***	Is the resistance 1 MΩ or more?	Go to step **12**.	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.
12	**CHECK SENSOR OUTPUT.** 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Read the data of main throttle sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.>	Is the voltage 0.81 — 0.87 V?	Go to step **13**.	Repair the poor contact of electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4SO)-12, Throttle Body.>

	Step	Check	Yes	No
13	**CHECK SENSOR OUTPUT.** Read the data of sub throttle sensor signal using Subaru Select Monitor. NOTE: Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-42, Subaru Select Monitor.>	Is the voltage 1.64 — 1.70 V?	Go to step **14**.	Repair the poor contact of electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4SO)-12, Throttle Body.>
14	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance between ECM and electronic throttle control connector. ***Connector & terminal*** ***(B137) No. 5 — (E57) No. 2:*** ***(B137) No. 4 — (E57) No. 1:***	Is the resistance less than 1 Ω?	Go to step **15**.	Repair the open circuit of harness between ECM and electronic throttle control.
15	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR.** 1) Connect the ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 2 (+) — Engine ground (–):*** ***(E57) No. 1 (+) — Engine ground (–):***	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and electronic throttle control.	Go to step **16**.
16	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 2 — Engine ground:*** ***(E57) No. 1 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **17**.	Repair the ground short circuit of harness between the ECM and electronic throttle control.
17	**CHECK ELECTRONIC THROTTLE CONTROL MOTOR HARNESS.** Measure the resistance between the electronic throttle control connector terminals. ***Connector & terminal*** ***(E57) No. 2 — (E57) No. 1:***	Is the resistance 1 MΩ or more?	Go to step **18**.	Repair the short circuit in the harness between the ECM and electronic throttle control.
18	**CHECK ELECTRONIC THROTTLE CONTROL GROUND CIRCUIT.** Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 5 — Chassis ground:*** ***(B137) No. 1 — Chassis ground:*** ***(B137) No. 2 — Chassis ground:*** ***(B137) No. 3 — Chassis ground:*** ***(B137) No. 7 — Chassis ground:***	Is the resistance less than 5 Ω?	Go to step **19**.	Repair the open circuit of the harness between the ECM and engine ground.

	Step	Check	Yes	No
19	**CHECK ELECTRONIC THROTTLE CONTROL.** Measure the resistance between electronic throttle control terminals. ***Terminals*** ***No. 2 — No. 1:***	Is the resistance 50 Ω or less?	Go to step **20**.	Replace the electronic throttle control. <Ref. to FU(H4SO)-12, Throttle Body.>
20	**CHECK ELECTRONIC THROTTLE CONTROL.** Move the throttle valve to the fully open and fully closed positions with fingers. Check that the valve returns to the specified position when releasing fingers.	Does the valve return to the specified position? Specified value: 3 mm (0.12 in) from fully closed position	Repair the poor contact of the ECM connector.	Replace the electronic throttle control. <Ref. to FU(H4SO)-12, Throttle Body.>

DH:DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-210, DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-221, DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

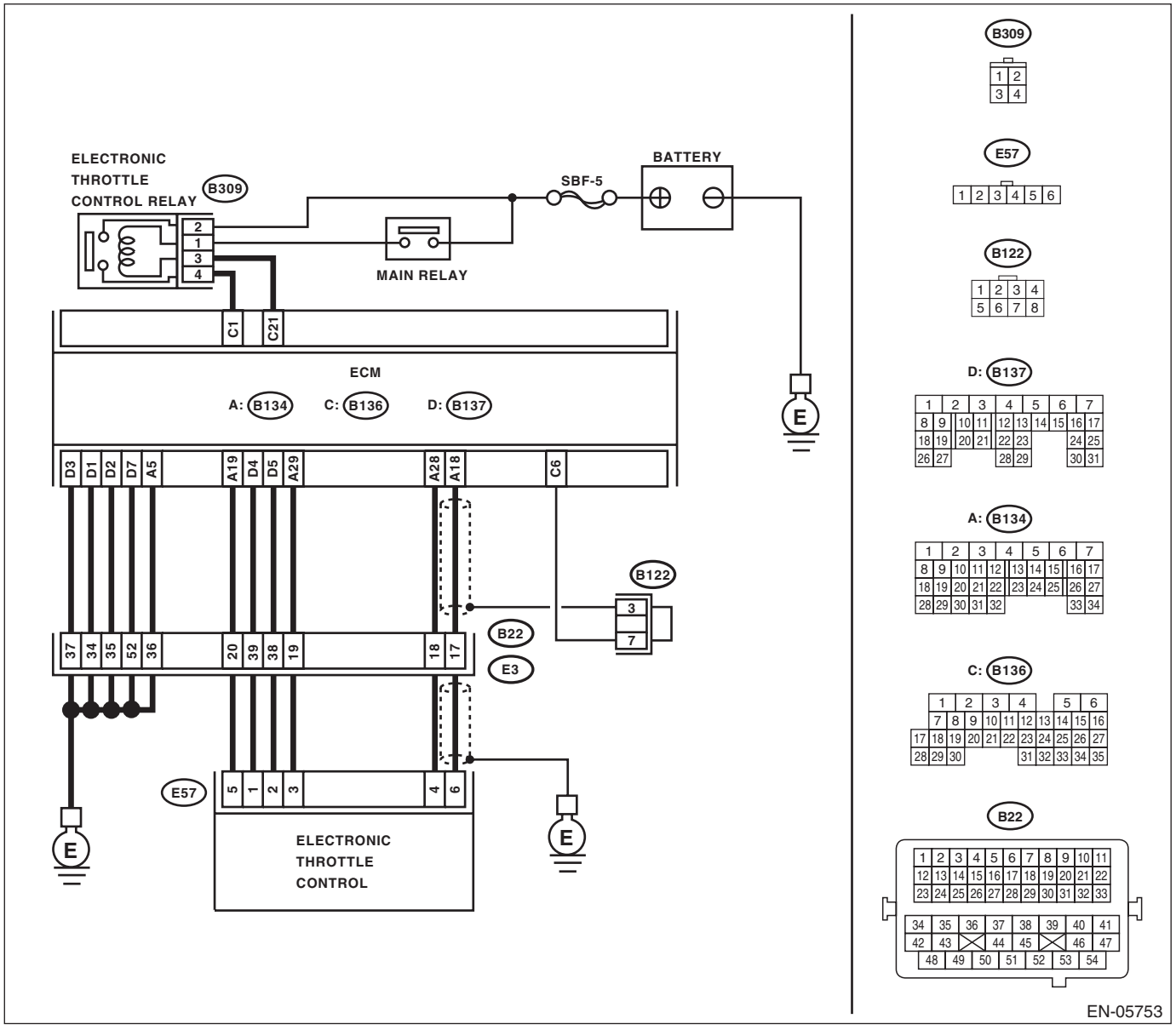
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



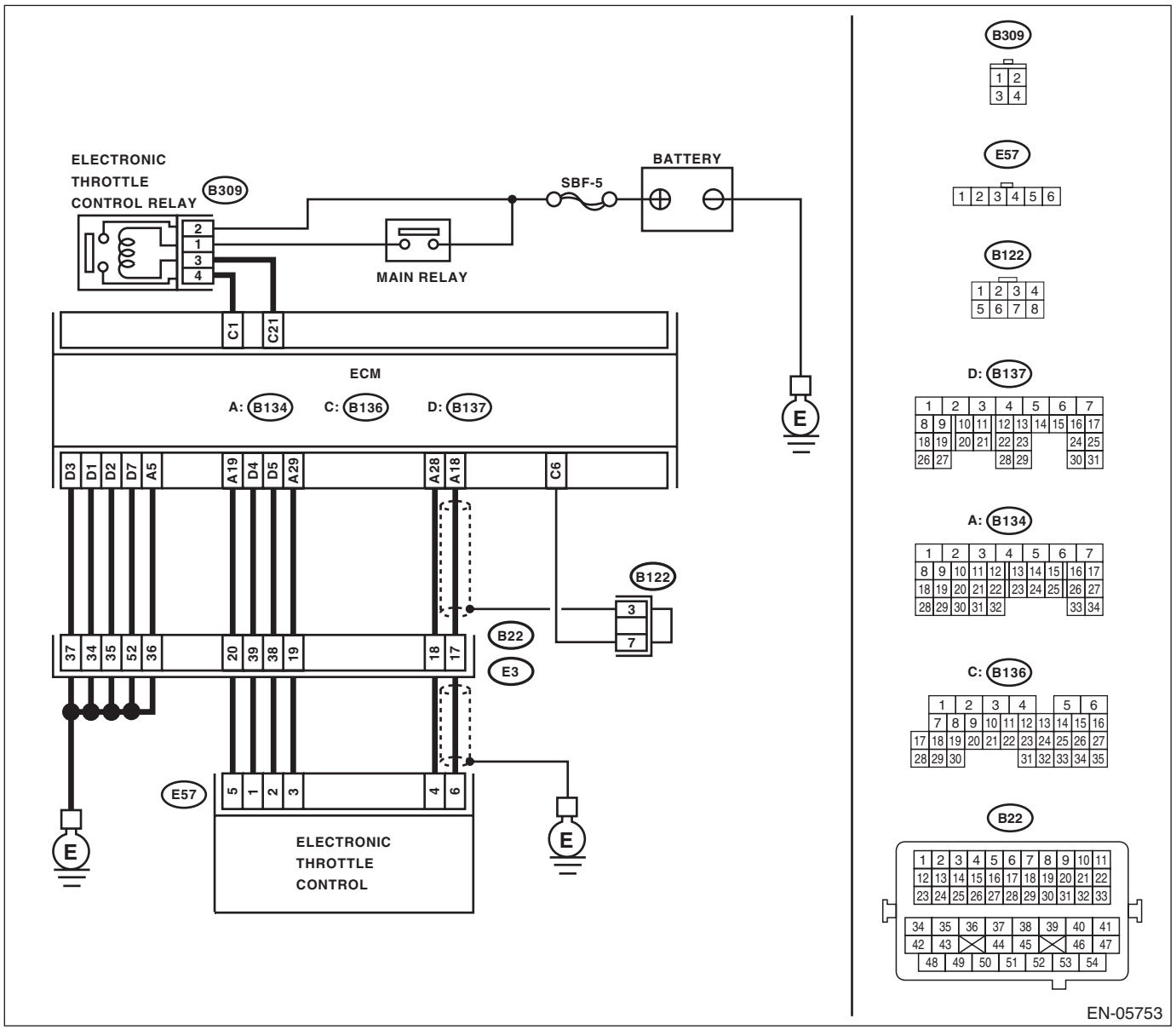
	Step	Check	Yes	No
1	**CHECK ELECTRONIC THROTTLE CONTROL RELAY.** 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control relay. 3) Connect the battery to terminals No. 1 and No. 3 of electronic throttle control relay. 4) Measure the resistance between electronic throttle control relay terminals. ***Terminals*** ***No. 2 — No. 4:***	Is the resistance less than 1 Ω?	Go to step **2**.	Replace the electronic throttle control relay.
2	**CHECK POWER SUPPLY OF ELECTRONIC THROTTLE CONTROL RELAY.** Measure the voltage between electronic throttle control relay connector and chassis ground. ***Connector & terminal*** ***(B309) No. 2 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **3**.	Repair the open or ground short circuit of power supply circuit.
3	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY.** 1) Disconnect the connectors from ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control relay connector and chassis ground. ***Connector & terminal*** ***(B309) No. 3 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control relay.	Go to step **4**.
4	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control relay connector and chassis ground. ***Connector & terminal*** ***(B309) No. 3 — Chassis ground:*** ***(B309) No. 4 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **5**.	Repair the ground short circuit of harness between ECM and electronic throttle control relay.
5	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY.** Measure the resistance between the ECM and electronic throttle control relay connector. ***Connector & terminal*** ***(B136) No. 21 — (B309) No. 3:*** ***(B136) No. 1 — (B309) No. 4:***	Is the resistance less than 1 Ω?	Repair poor contact in ECM connector.	Repair the open circuit of harness between ECM and electronic throttle control relay.

DI: DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-212, DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-223, DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK ELECTRONIC THROTTLE CONTROL RELAY.** 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control relay. 3) Measure the resistance between electronic throttle control relay terminals. ***Terminals*** ***No. 2 — No. 4:***	Is the resistance 1 MΩ or more?	Go to step **2**.	Replace the electronic throttle control relay.
2	**CHECK SHORT CIRCUIT OF ELECTRONIC THROTTLE CONTROL RELAY POWER SUPPLY.** 1) Turn the ignition switch to ON. 2) Measure the voltage between electronic throttle control relay connector and chassis ground. ***Connector & terminal*** ***(B309) No. 4 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control relay.	Go to step **3**.
3	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 21 — Chassis ground:***	Is the resistance 1 MΩ or more?	Repair the poor contact of the ECM connector.	Repair the ground short circuit of harness between ECM and electronic throttle control relay.

DJ:DTC P2109 THROTTLE/PEDAL POSITION SENSOR “A” MINIMUM STOP PERFORMANCE

NOTE:
For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(H4SO)(diag)-308, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DK:DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-216, DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-227, DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

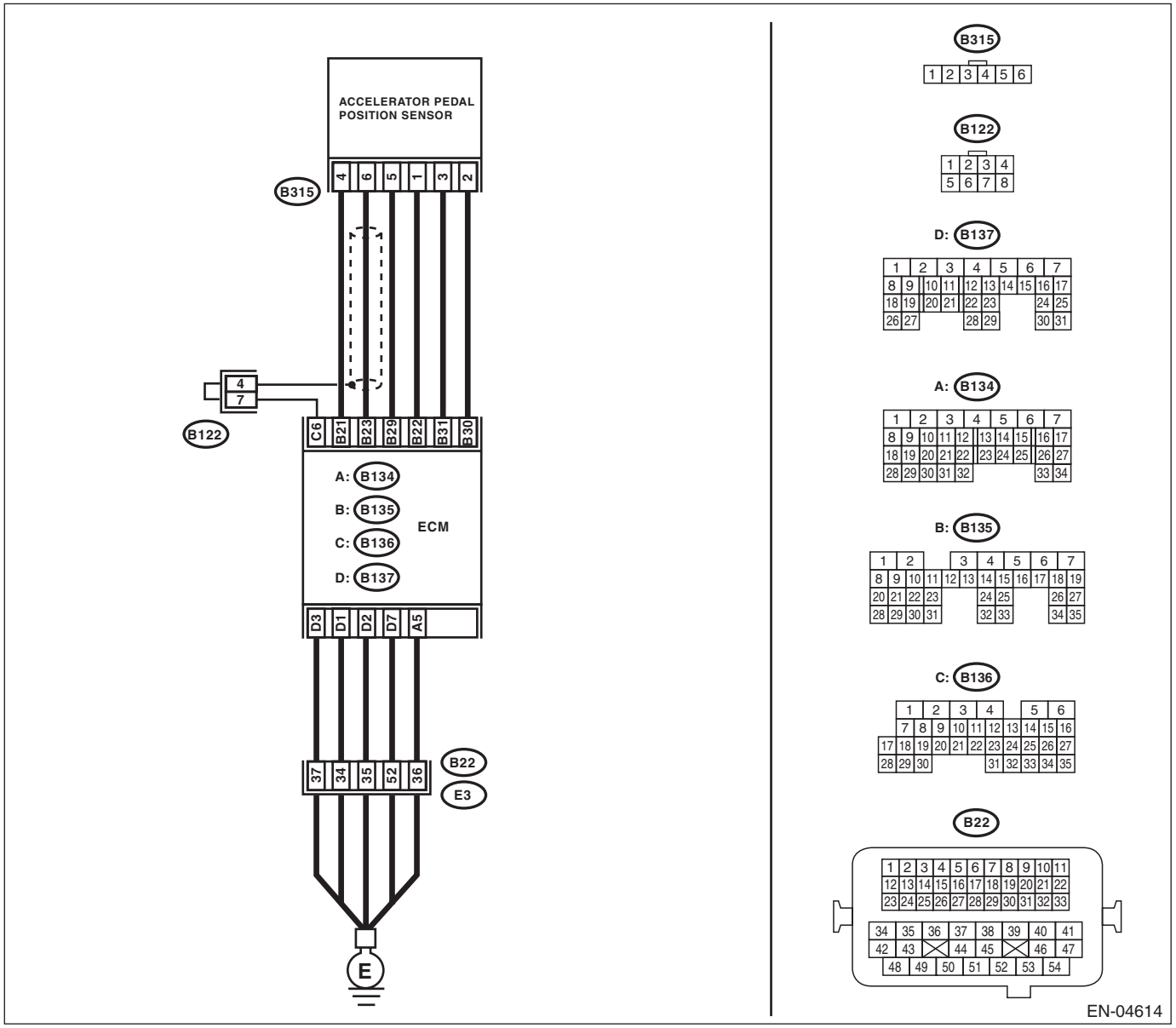
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and accelerator pedal position sensor. 3) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 21 — Chassis ground:*** ***(B135) No. 23 — Chassis ground:*** ***(B135) No. 23 — (B136) No. 6:***	Is the resistance 1 MΩ or more?	Go to step **2**.	Repair the ground short of the harness between the ECM and accelerator pedal position sensor connector.
2	**CHECK SHORT CIRCUIT INSIDE THE ECM.** 1) Connect the ECM. 2) Measure the resistance between accelerator pedal position sensor connector and chassis ground. ***Connector & terminal*** ***(B315) No. 6 — Chassis ground:***	Is the resistance 1 MΩ or more?	Replace the accelerator pedal. <Ref. to SP(H4SO)-3, Accelerator Pedal.>	Repair the ground short of the harness between the ECM and accelerator pedal position sensor connector. Replace the ECM if defective. <Ref. to FU(H4SO)-41, Engine Control Module (ECM).>

DL:DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-218, DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-229, DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

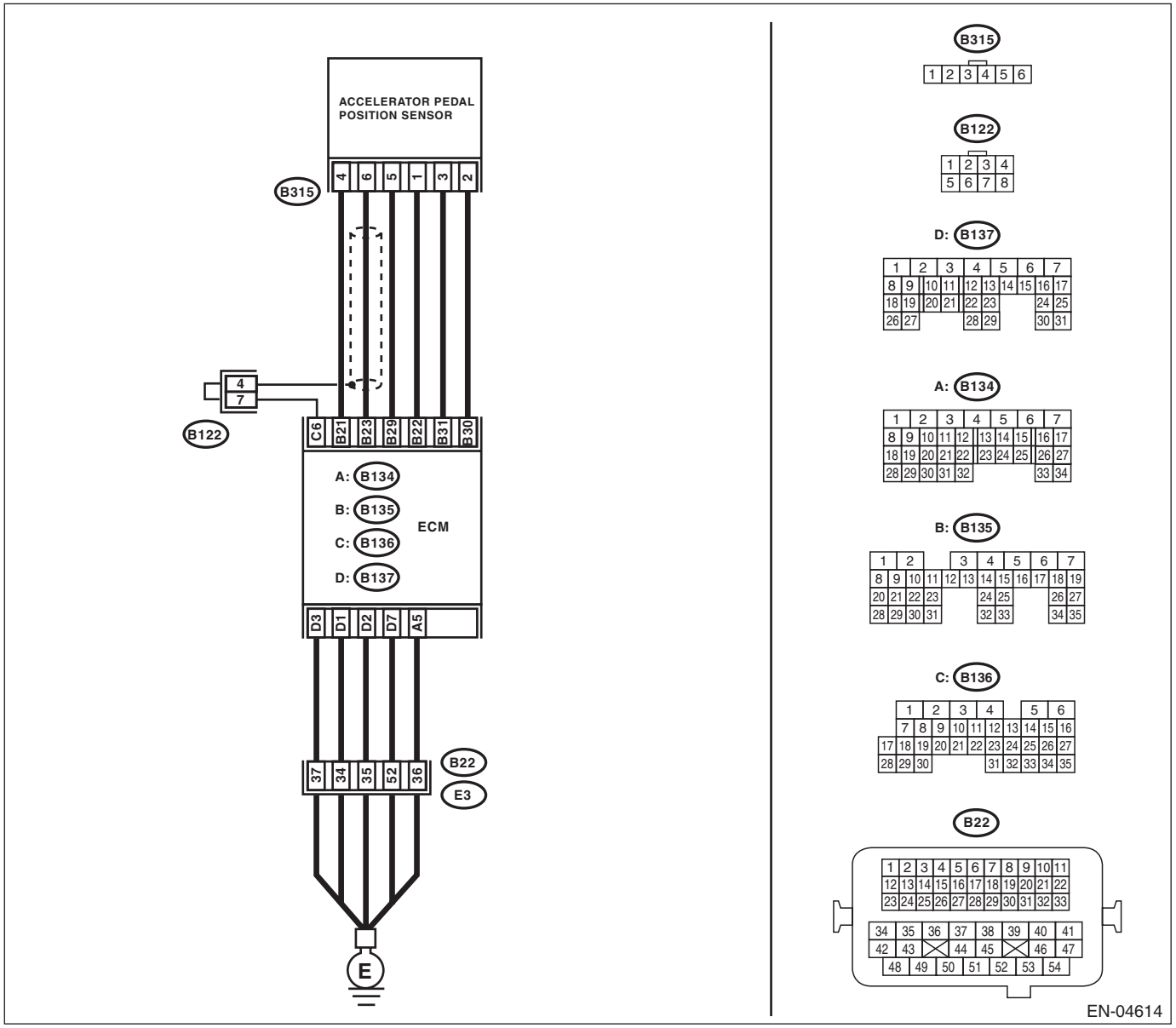
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and accelerator pedal position sensor. 3) Measure the resistance of harness between ECM and accelerator pedal position sensor connector. ***Connector & terminal*** ***(B135) No. 23 — (B315) No. 6:*** ***(B135) No. 29 — (B315) No. 5:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of the harness between the ECM and accelerator pedal position sensor connector.
2	**CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR.** 1) Connect the ECM. 2) Measure the resistance between accelerator pedal position sensor connector and chassis ground. ***Connector & terminal*** ***(B315) No. 5 — Chassis ground:***	Is the resistance less than 5 Ω?	Go to step **3**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector
3	**CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR.** 1) Turn the ignition switch to ON. 2) Measure the voltage between accelerator pedal position sensor connector and chassis ground. ***Connector & terminal*** ***(B315) No. 6 (+) — Chassis ground (–):***	Is the voltage 4.85 V or more?	Repair the short circuit to power source in the harness between the ECM and accelerator pedal position sensor connector.	Go to step **4**.
4	**CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM connectors. ***Connector & terminal*** ***(B135) No. 21 — (B135) No. 23:***	Is the resistance 1 MΩ or more?	Repair the poor contact of accelerator pedal position sensor connector. Replace the accelerator pedal if defective. <Ref. to SP(H4SO)-3, Accelerator Pedal.>	Repair the short circuit to power source in the harness between the ECM and accelerator pedal position sensor connector.

DM:DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-220, DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-231, DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

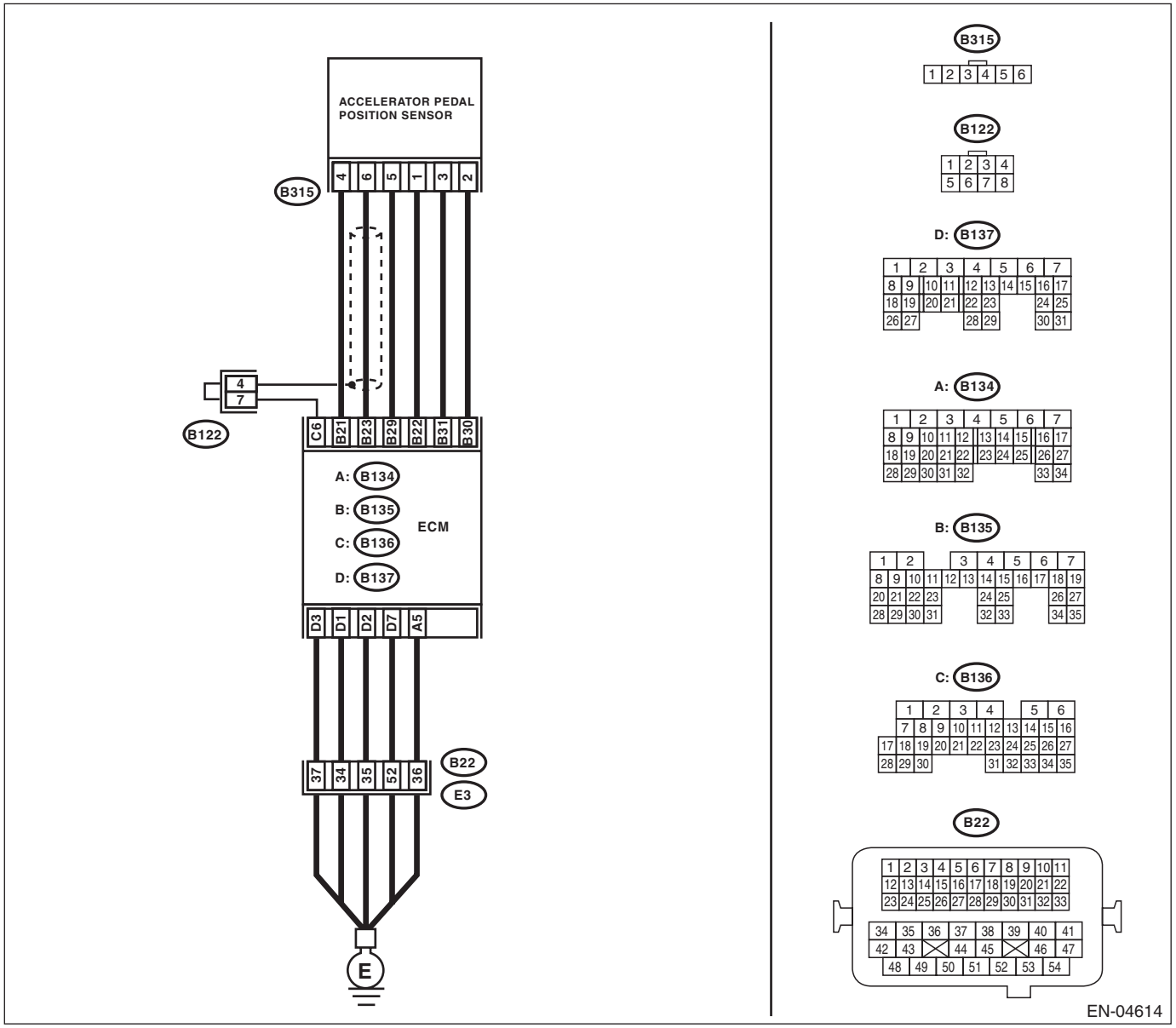
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and accelerator pedal position sensor. 3) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 22 — Chassis ground:*** ***(B135) No. 31 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **2**.	Repair the ground short of the harness between the ECM and accelerator pedal position sensor connector.
2	**CHECK SHORT CIRCUIT INSIDE THE ECM.** 1) Connect the ECM. 2) Measure the resistance between accelerator pedal position sensor connector and chassis ground. ***Connector & terminal*** ***(B315) No. 3 — Chassis ground:***	Is the resistance 1 MΩ or more?	Replace the accelerator pedal. <Ref. to SP(H4SO)-3, Accelerator Pedal.>	Repair the ground short of the harness between the ECM and accelerator pedal position sensor connector. Replace the ECM if defective. <Ref. to FU(H4SO)-41, Engine Control Module (ECM).>

DN:DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-222, DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-233, DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

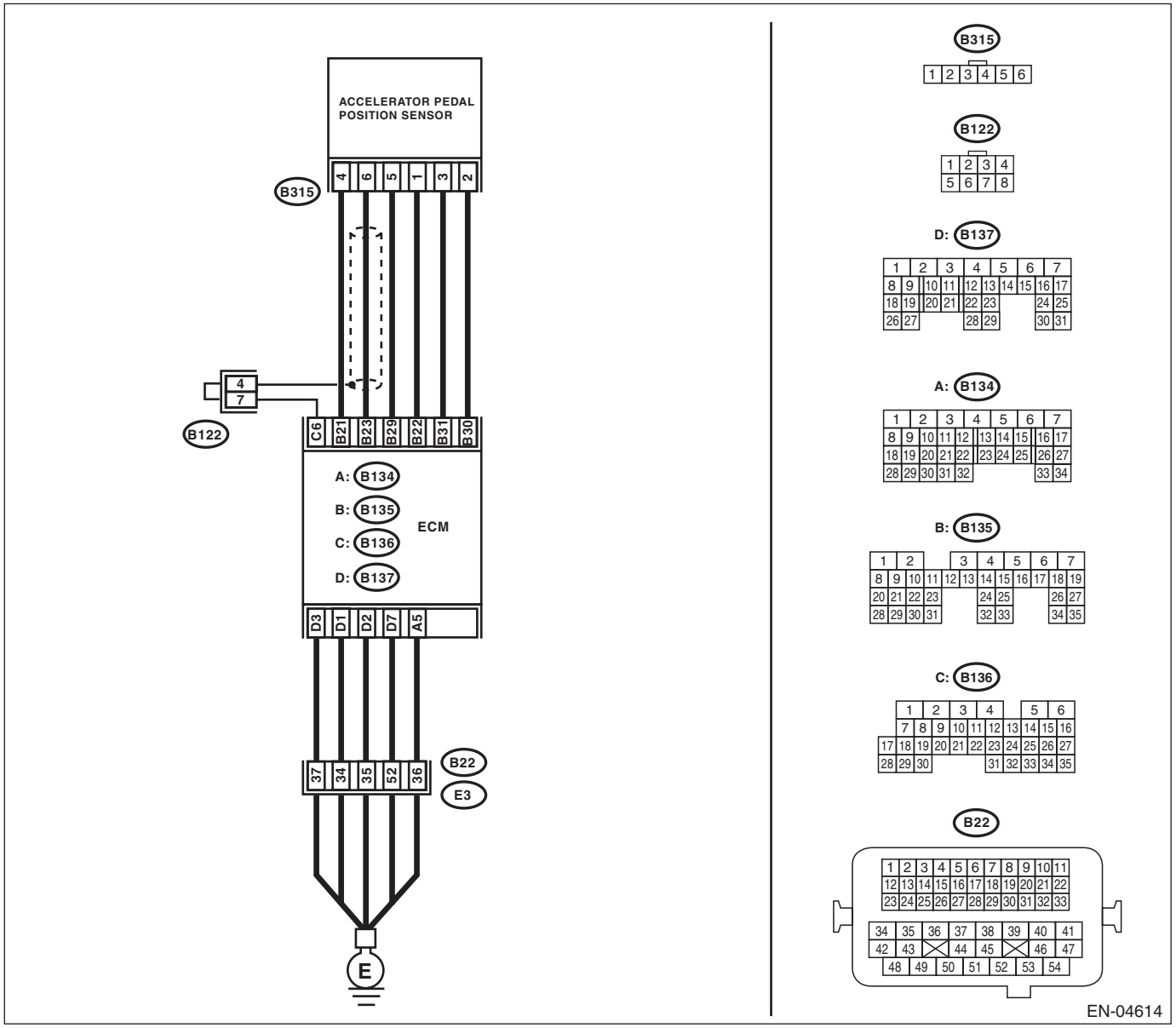
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and accelerator pedal position sensor. 3) Measure the resistance of harness between ECM and accelerator pedal position sensor connector. ***Connector & terminal*** ***(B135) No. 31 — (B315) No. 3:*** ***(B135) No. 30 — (B315) No. 2:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of the harness between the ECM and accelerator pedal position sensor connector.
2	**CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR.** 1) Connect the ECM. 2) Measure the resistance between accelerator pedal position sensor connector and chassis ground. ***Connector & terminal*** ***(B315) No. 2 — Chassis ground:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact of coupling connector
3	**CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR.** 1) Turn the ignition switch to ON. 2) Measure the voltage between accelerator pedal position sensor connector and chassis ground. ***Connector & terminal*** ***(B315) No. 3 (+) — Chassis ground (–):***	Is the voltage 4.85 V or more?	Repair the short circuit to power source in the harness between the ECM and accelerator pedal position sensor connector.	Go to step **4**.
4	**CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM connectors. ***Connector & terminal*** ***(B135) No. 22 — (B135) No. 31:***	Is the resistance 1 MΩ or more?	Repair the poor contact of accelerator pedal position sensor connector. Replace the accelerator pedal if defective. <Ref. to SP(H4SO)-3, Accelerator Pedal.>	Repair the short circuit to power source in the harness between the ECM and accelerator pedal position sensor connector.

DO:DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A”/“B” VOLTAGE CORRELATION

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-224, DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A”/“B” VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-235, DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A”/“B” VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

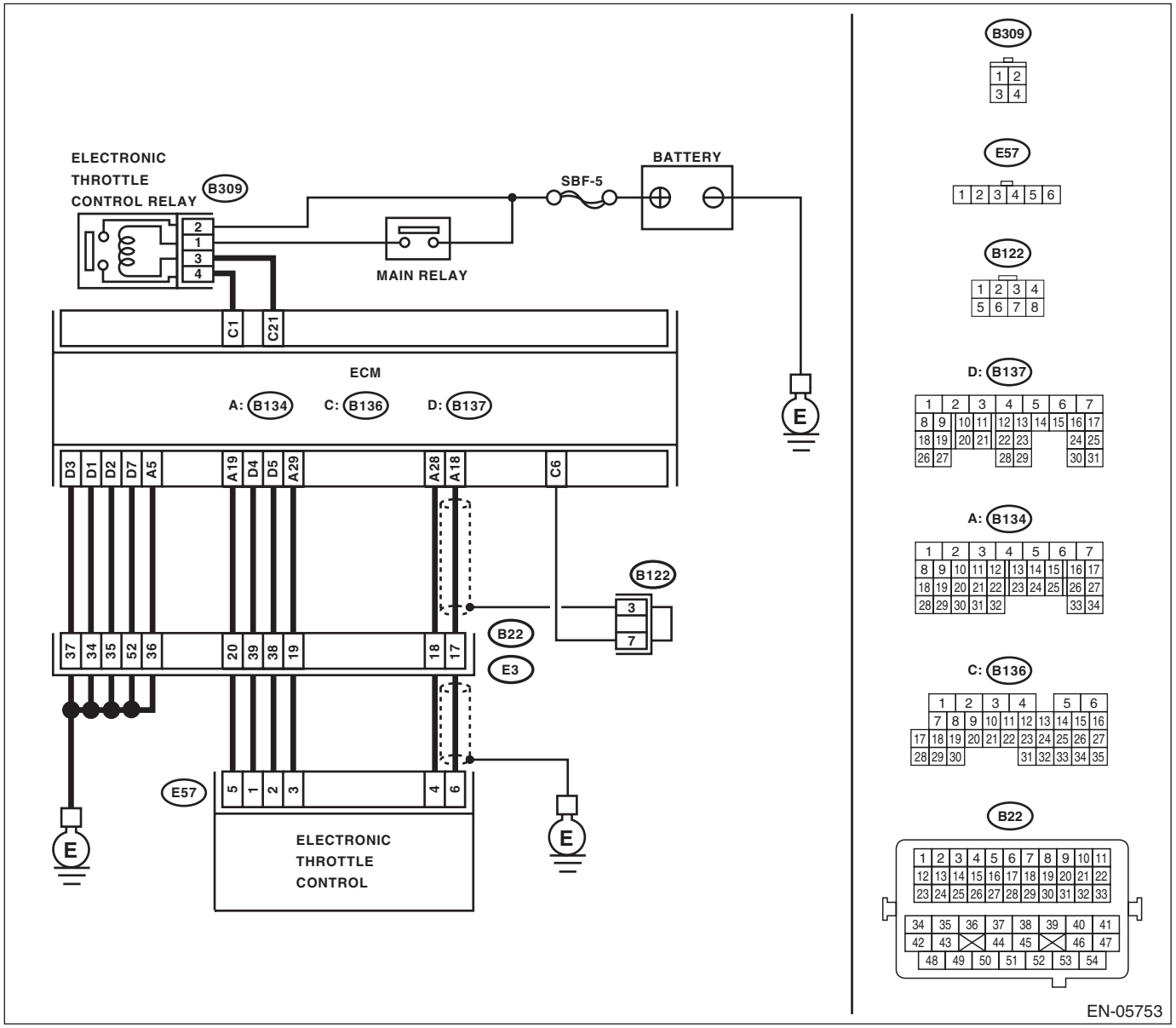
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 19 — Chassis ground:*** ***(B134) No. 18 — Chassis ground:*** ***(B134) No. 18 — (B136) No. 6:*** ***(B134) No. 28 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **2**.	Repair the ground short circuit of harness between ECM and electronic throttle control connector.
2	**CHECK SHORT CIRCUIT INSIDE THE ECM.** 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 6 — Engine ground:*** ***(E57) No. 4 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(H4SO)-41, Engine Control Module (ECM).>
3	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Disconnect the connectors from ECM. 2) Measure the resistance of harness between ECM and electronic throttle control connector. ***Connector & terminal*** ***(B134) No. 18 — (E57) No. 6:*** ***(B134) No. 28 — (E57) No. 4:*** ***(B134) No. 29 — (E57) No. 3:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the open circuit of harness between ECM and electronic throttle control connector.
4	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 3 — Engine ground:***	Is the resistance less than 5 Ω?	Go to step **5**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact of coupling connector
5	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to ON. 2) Measure the voltage between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 6 (+) — Engine ground (–):*** ***(E57) No. 4 (+) — Engine ground (–):***	Is the voltage 4.85 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.	Go to step **6**.

	Step	Check	Yes	No
6	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM connectors. ***Connector & terminal*** ***(B134) No. 19 — (B134) No. 18:*** ***(B134) No. 19 — (B134) No. 28:***	Is the resistance 1 MΩ or more?	Repair the poor contact of electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4SO)-12, Throttle Body.>	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.

DP:DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D”/“E” VOLTAGE CORRELATION

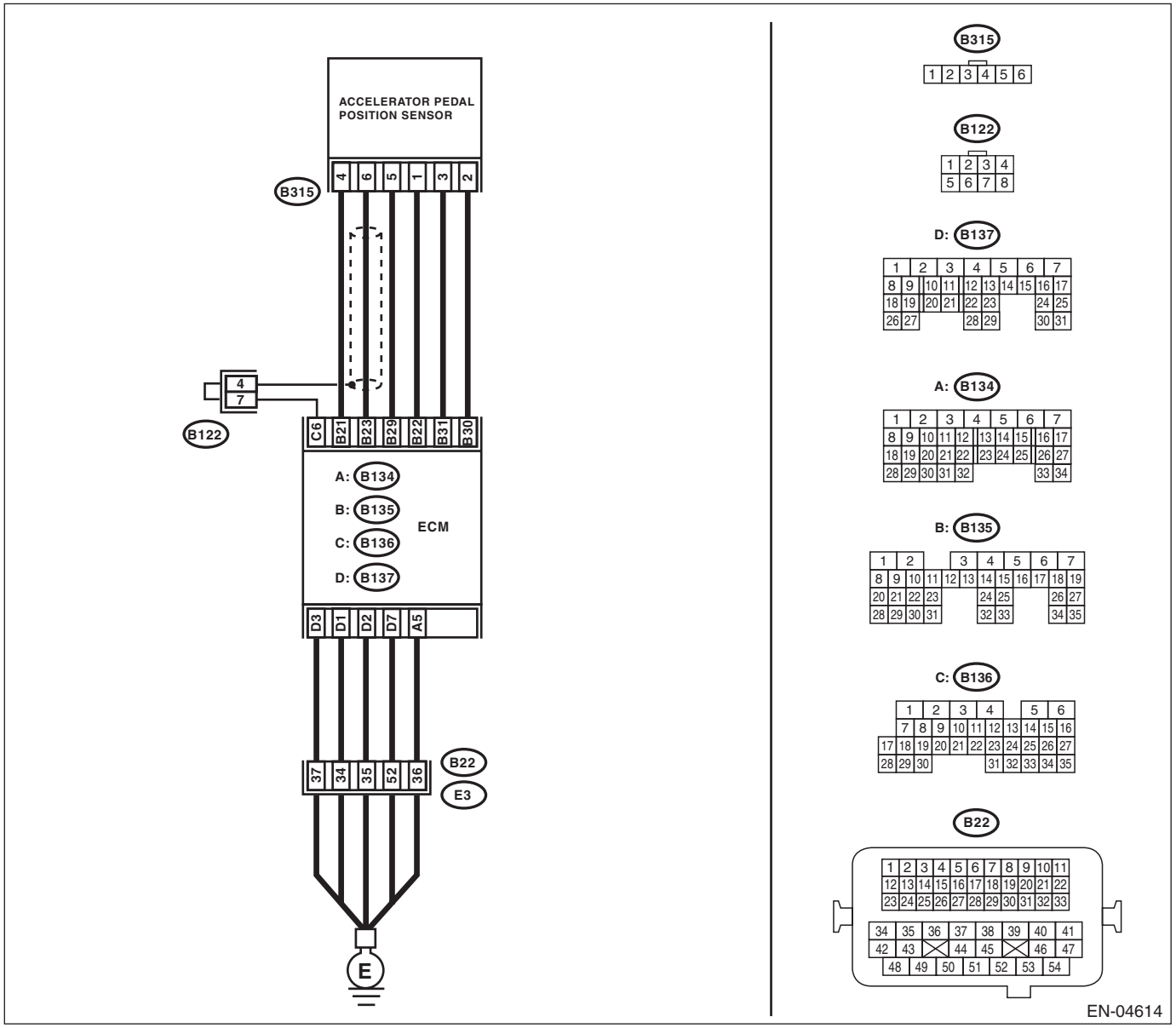
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-226, DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D”/“E” VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-237, DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D”/“E” VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK ACCELERATOR PEDAL POSITION SENSOR OUTPUT.** 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***Main accelerator pedal position sensor signal*** ***(B135) No. 23 (+) — Chassis ground (–):*** ***Sub accelerator pedal position sensor signal*** ***(B135) No. 31 (+) — Chassis ground (–):***	Is the difference in measured values for the main accelerator pedal position sensor signal and the sub decelerator pedal position sensor signal 0 V?	Go to step **3**.	Go to step **2**.
2	**CHECK ACCELERATOR PEDAL POSITION SENSOR OUTPUT.** Measure the voltage between accelerator pedal position sensor connector and chassis ground. ***Connector & terminal*** ***(B315) No. 6 (+) — Chassis ground (–):*** ***(B315) No. 3 (+) — Chassis ground (–):***	Is the difference in measured values for the main accelerator pedal position sensor signal and the sub decelerator pedal position sensor signal 0 V?	Replace the accelerator pedal. <Ref. to SP(H4SO)-3, Accelerator Pedal.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the ECM and accelerator pedal position sensor connector. • Ground short circuit of harness between the ECM and accelerator pedal position sensor connectors. • Poor contact of coupling connector
3	**CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR CONNECTOR.** Check the resistance of harness between the accelerator pedal position sensor connector and chassis ground. ***Connector & terminal*** ***(B315) No. 5 — Chassis ground:*** ***(B315) No. 2 — Chassis ground:***	Is the resistance less than 5 Ω?	Repair the poor contact of the ECM connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the ECM and accelerator pedal position sensor connector. • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact of coupling connector

DQ:DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-228, DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-239, DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

Step		Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Replace the ECM. <Ref. to FU(H4SO)-41, Engine Control Module (ECM).> NOTE: The barometric pressure sensor is built into the ECM.

DR:DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-229, DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-240, DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

Step		Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Replace the ECM. <Ref. to FU(H4SO)-41, Engine Control Module (ECM).> NOTE: The barometric pressure sensor is built into the ECM.

DS:DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-230, DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO U5)-241, DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.>.

Step		Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check DTC using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-88, List of Diagnostic Trouble Code (DTC).>	Replace the ECM. <Ref. to FU(H4SO)-41, Engine Control Module (ECM).> NOTE: The barometric pressure sensor is built into the ECM.

20.General Diagnostic Table

A: INSPECTION

1. ENGINE

NOTE:
Malfunction of parts other than those listed is also possible. <Ref. to ME(H4SO)-101, Engine Trouble in General.>

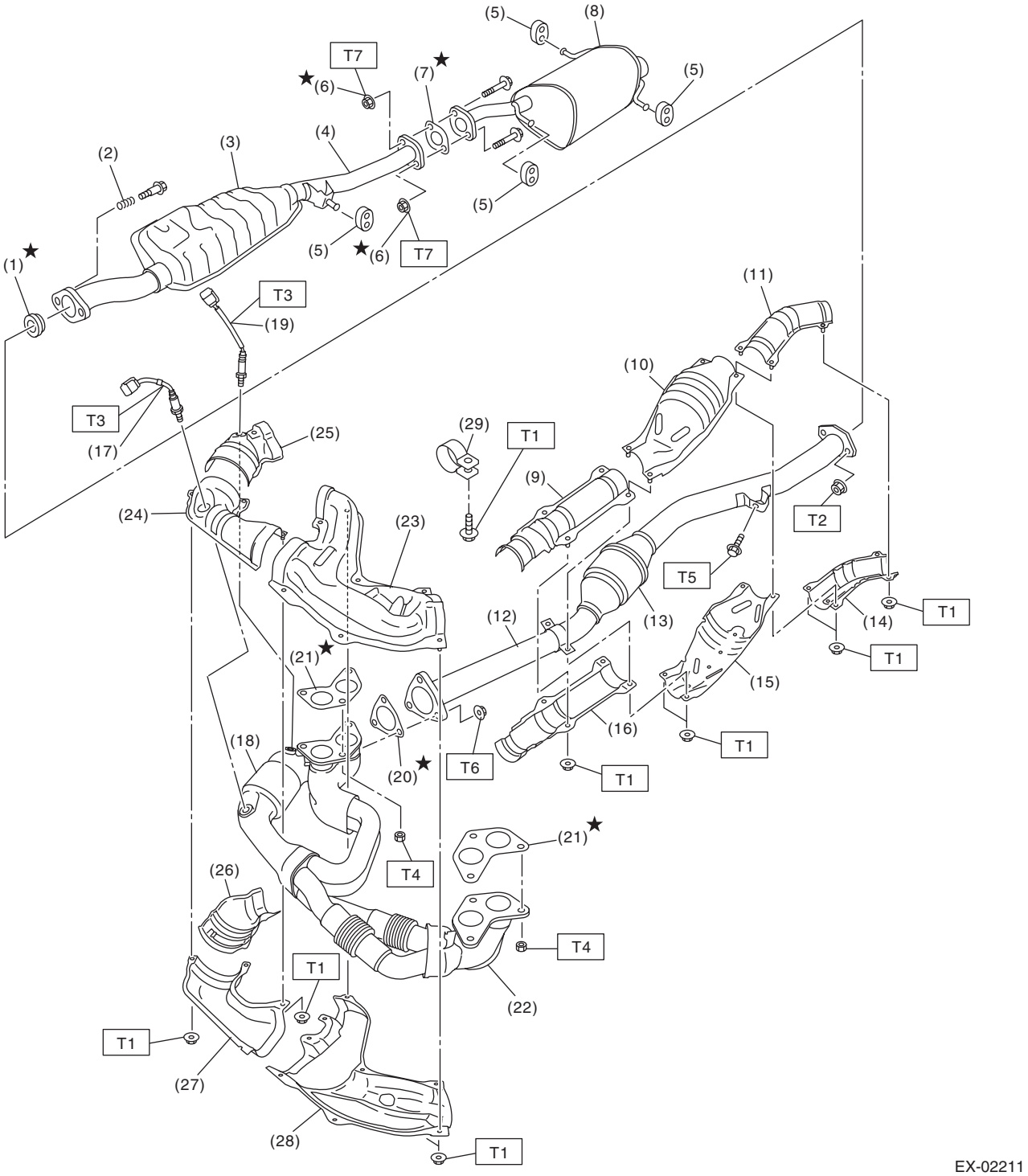
Symptom	Problem parts
1. Engine stalls during idling.	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Ignition parts (*1) 4) Engine coolant temperature sensor (*2) 5) Crankshaft position sensor (*3) 6) Camshaft position sensor (*3) 7) Fuel injection parts (*4)
2. Rough idling	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Engine coolant temperature sensor (*2) 4) Ignition parts (*1) 5) Air intake system (*5) 6) Fuel injection parts (*4) 7) Electronic throttle control 8) Crankshaft position sensor (*3) 9) Camshaft position sensor (*3) 10) Oxygen sensor 11) Fuel pump and fuel pump relay 12) EGR valve
3. Engine does not return to idle.	1) Engine coolant temperature sensor 2) Throttle position sensor 3) Manifold absolute pressure sensor 4) Mass air flow and intake air temperature sensor 5) EGR valve
4. Poor acceleration	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Electronic throttle control 4) Fuel injection parts (*4) 5) Fuel pump and fuel pump relay 6) Engine coolant temperature sensor (*2) 7) Crankshaft position sensor (*3) 8) Camshaft position sensor (*3) 9) A/C switch and A/C cut relay 10) Engine torque control signal circuit 11) Ignition parts (*1) 12) EGR valve 13) Tumble generator valve
5. Engine stalls, engine sags or hesitates at acceleration.	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Engine coolant temperature sensor (*2) 4) Crankshaft position sensor (*3) 5) Camshaft position sensor (*3) 6) Purge control solenoid valve 7) Fuel injection parts (*4) 8) Electronic throttle control 9) Fuel pump and fuel pump relay 10) EGR valve 11) Tumble generator valve

Symptom	Problem parts
6. Surging	1) Mass air flow and intake air temperature sensor 2) Manifold absolute pressure sensor 3) Engine coolant temperature sensor (*2) 4) Crankshaft position sensor (*3) 5) Camshaft position sensor (*3) 6) Fuel injection parts (*4) 7) Electronic throttle control 8) Fuel pump and fuel pump relay 9) EGR valve 10) Tumble generator valve
7. Spark knock	1) Mass air flow and intake air temperature sensor 2) Manifold absolute pressure sensor 3) Engine coolant temperature sensor 4) Knock sensor 5) Fuel injection parts (*4) 6) Fuel pump and fuel pump relay 7) EGR valve 8) Tumble generator valve
8. After-burning in exhaust system	1) Mass air flow and intake air temperature sensor 2) Manifold absolute pressure sensor 3) Engine coolant temperature sensor (*2) 4) Fuel injection parts (*4) 5) Fuel pump and fuel pump relay

*1: Check ignition coil and ignitor assembly and spark plug.
*2: Indicate the symptom occurring only in cold temperatures.
*3: Ensure the secure installation.
*4: Check fuel injector, fuel pressure regulator and fuel filter.
*5: Inspect air leak in air intake system.

1. General Description

A: COMPONENT



(1) Gasket
(2) Spring
(3) Chamber
(4) Rear exhaust pipe
(5) Cushion rubber
(6) Self-locking nut
(7) Gasket
(8) Muffler
(9) Center exhaust pipe front upper cover
(10) Rear catalytic converter upper cover
(11) Center exhaust pipe rear upper cover
(12) Center exhaust pipe
(13) Rear catalytic converter
(14) Center exhaust pipe rear lower cover
(15) Rear catalytic converter lower cover
(16) Center exhaust pipe front lower cover
(17) Front oxygen (A/F) sensor
(18) Front catalytic converter
(19) Rear oxygen sensor
(20) Gasket
(21) Gasket
(22) Front exhaust pipe
(23) Front exhaust pipe upper cover LH
(24) Front exhaust pipe upper cover RH
(25) Front catalytic converter upper cover
(26) Front catalytic converter lower cover
(27) Front exhaust pipe lower cover RH
(28) Front exhaust pipe lower cover LH
(29) Band

Tightening torque:N·m (kgf-m, ft-lb)	
T1:	***13 (1.3, 9.6)***
T2:	***18 (1.8, 13.3)***
T3:	***21 (2.1, 15.5)***
T4:	***30 (3.1, 22.1)***
T5:	***35 (3.6, 25.8)***
T6:	***40 (4.1, 29.5)***
T7:	***48 (4.9, 35.4)***

B: CAUTION

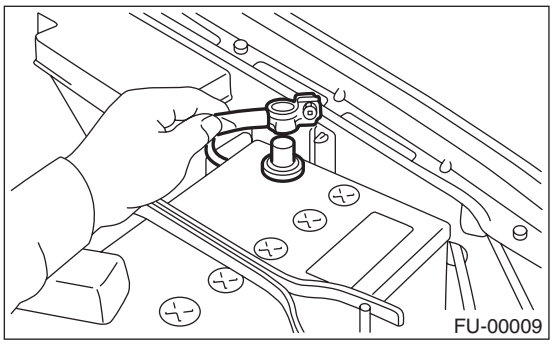
- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.
- If oil adheres to the exhaust pipe, wipe it off with cloth to prevent it from emitting smoke or causing a fire.

2. Front Exhaust Pipe

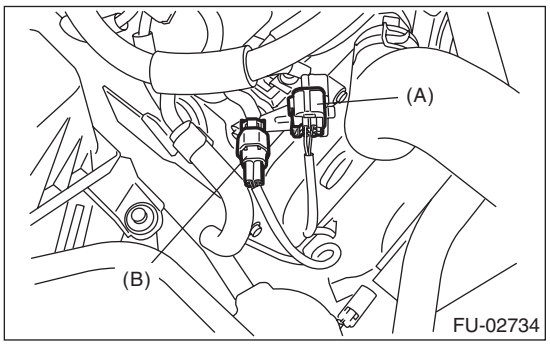
A: REMOVAL

CAUTION:
Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.

1) Set the vehicle on a lift.
2) Disconnect the ground cable from the battery.

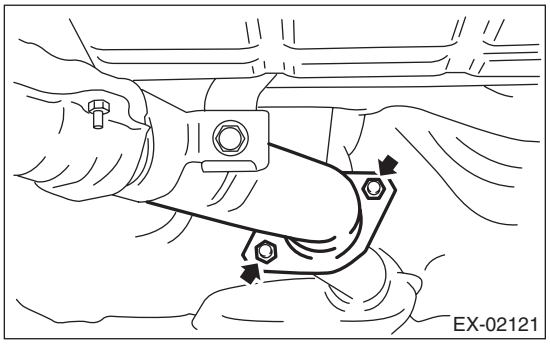


3) Unclip the clip fastening the harness and disconnect the following connectors.
   (1) Front oxygen (A/F) sensor connector
   (2) Rear oxygen sensor connector



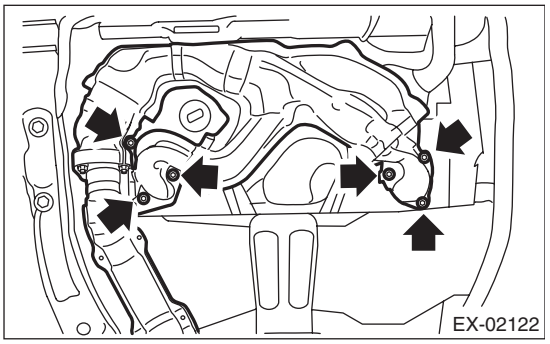
(A) Front oxygen (A/F) sensor connector
(B) Rear oxygen sensor connector

4) Lift up the vehicle.
5) Separate the center exhaust pipe from rear exhaust pipe.

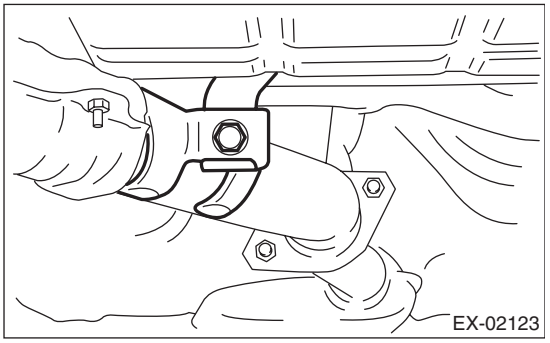


6) Remove the under cover.
7) Remove the nuts which hold front exhaust pipe onto cylinder heads.

CAUTION:
Be careful not to pull down the front and center exhaust pipe assembly.



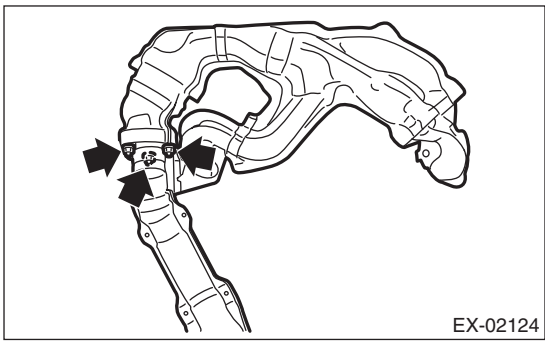
8) Remove the bolt which holds center exhaust pipe to hanger bracket.



9) Remove the front and center exhaust pipe assembly from the vehicle.

CAUTION:
Be careful not to let the front and center exhaust pipe assembly fall off when removing as it is quite heavy.
After removing the front and center exhaust pipe assembly, do not apply excessive pulling force on the rear exhaust pipe.

10) Separate the front exhaust pipe from center exhaust pipe.



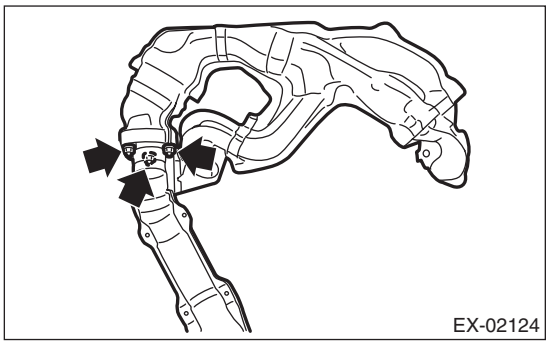
11) Remove the front oxygen (A/F) sensor and rear oxygen sensor. <Ref. to FU(H4SO)-37, REMOVAL, Front Oxygen (A/F) Sensor.> <Ref. to FU(H4SO)-39, REMOVAL, Rear Oxygen Sensor.>

B: INSTALLATION

1) Install the front oxygen (A/F) sensor and rear oxygen sensor to the front exhaust pipe. <Ref. to FU(H4SO)-37, INSTALLATION, Front Oxygen (A/F) Sensor.> <Ref. to FU(H4SO)-39, INSTALLATION, Rear Oxygen Sensor.>
2) Install the front exhaust pipe to center exhaust pipe.

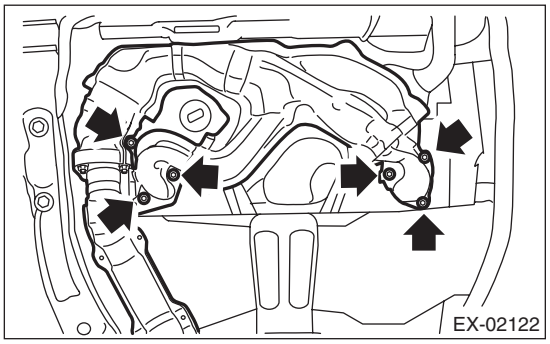
NOTE:
Use a new gasket.

Tightening torque:
40 N·m (4.1 kgf-m, 29.5 ft-lb)



3) Install the front and center exhaust pipe assembly to the vehicle.

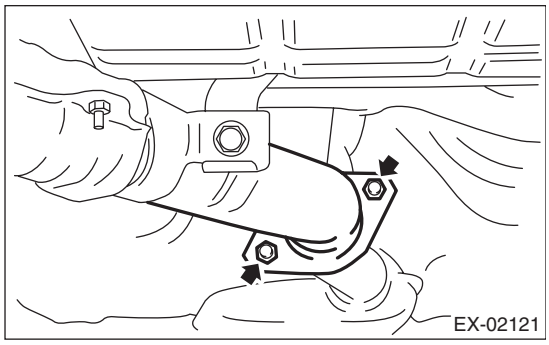
NOTE:
Use a new gasket.
4) Temporarily tighten the nuts which hold front exhaust pipe to cylinder heads.



5) Tighten the bolt which holds the center exhaust pipe to exhaust pipe.

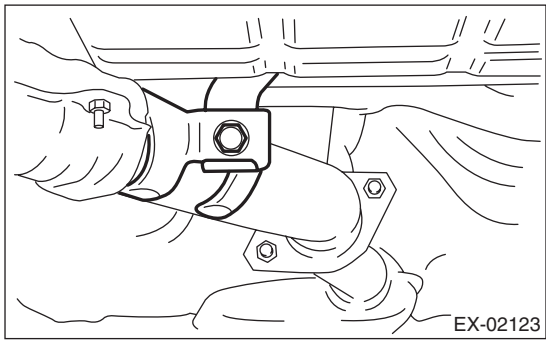
NOTE:
Use a new gasket.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



6) Tighten the bolt which holds center exhaust pipe to hanger bracket.

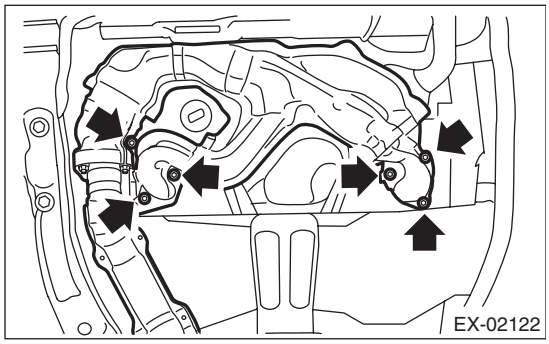
Tightening torque:
35 N·m (3.6 kgf-m, 25.8 ft-lb)



7) Tighten the nuts which hold front exhaust pipe to cylinder heads.

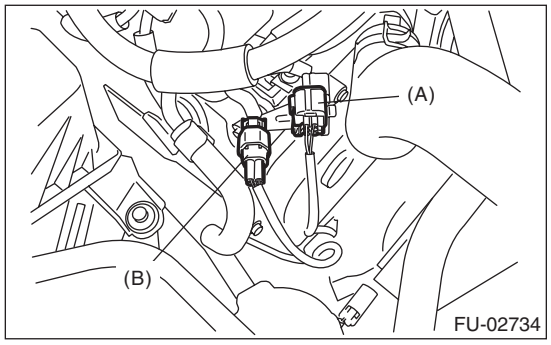
NOTE:
Use a new gasket.

Tightening torque:
30 N·m (3.1 kgf-m, 22.1 ft-lb)



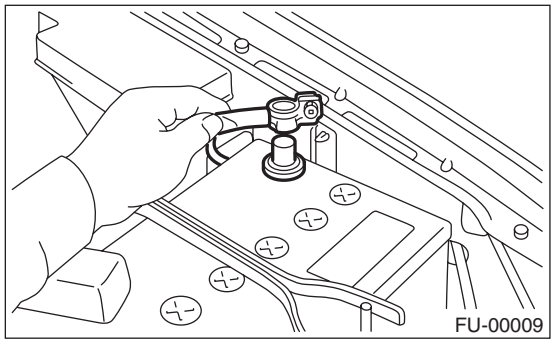
8) Install the under cover.
9) Lower the vehicle.

10) Connect the following connectors.
(1) Front oxygen (A/F) sensor connector
(2) Rear oxygen sensor connector



(A) Front oxygen (A/F) sensor connector
(B) Rear oxygen sensor connector

11) Connect the ground cable to the battery.



C: INSPECTION

1) Check the connections and welds for exhaust leaks.
2) Make sure there are no holes or rusting.

3. Center Exhaust Pipe

A: REMOVAL

After removing the center and front exhaust pipes as one unit, separate them. Refer to “Front Exhaust Pipe” for removal procedure. <Ref. to EX(H4SO)-4, REMOVAL, Front Exhaust Pipe.>

B: INSTALLATION

Install the center exhaust pipe and front exhaust pipe as one unit. Refer to “Front Exhaust Pipe” for installation procedure. <Ref. to EX(H4SO)-5, INSTALLATION, Front Exhaust Pipe.>

C: INSPECTION

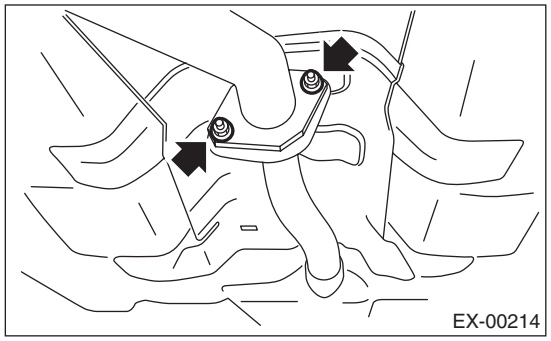
1) Check the connections and welds for exhaust leaks.
2) Make sure there are no holes or rusting.

4. Rear Exhaust Pipe

A: REMOVAL

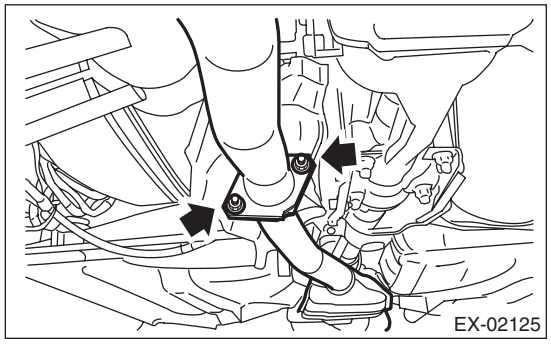
CAUTION:
Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.

1) Set the vehicle on a lift.
2) Lift up the vehicle.
3) Separate the rear exhaust pipe from center exhaust pipe.

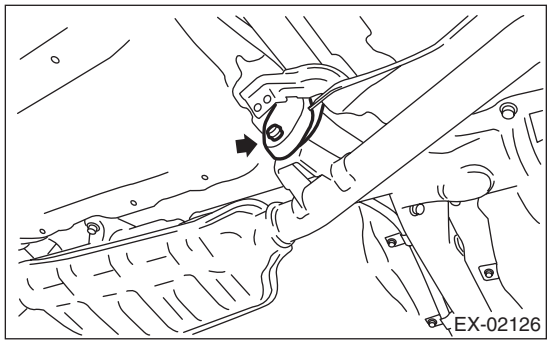


4) Separate the rear exhaust pipe from muffler.

CAUTION:
Be careful not to pull down the rear exhaust pipe.



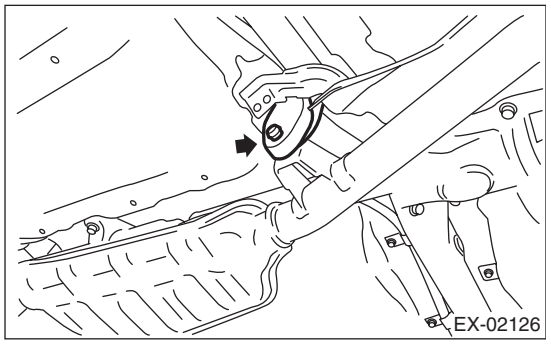
5) Apply a coat of spray type lubricant to the mating area of cushion rubber.
6) Remove the rear exhaust pipe bracket from cushion rubber.



B: INSTALLATION

1) Apply a coat of spray type lubricant to the mating area of cushion rubber.
2) Install the rear exhaust pipe bracket to cushion rubber.

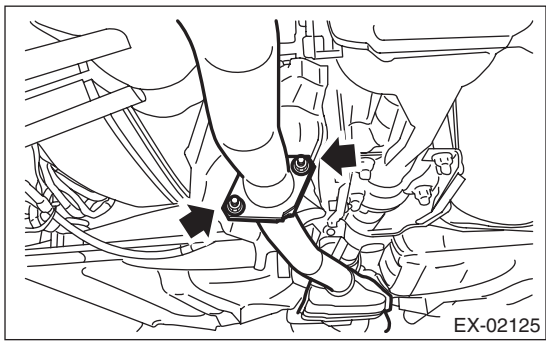
NOTE:
When the lubricant was applied to the cushion rubber during the removal/installation, degrease it after reassembling.



3) Install the rear exhaust pipe to muffler.

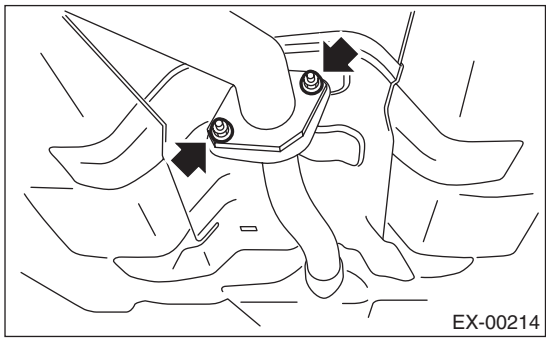
NOTE:
Use a new gasket and self-locking nut.

Tightening torque:
48 N·m (4.9 kgf-m, 35.4 ft-lb)



4) Install the rear exhaust pipe to center exhaust pipe.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



C: INSPECTION

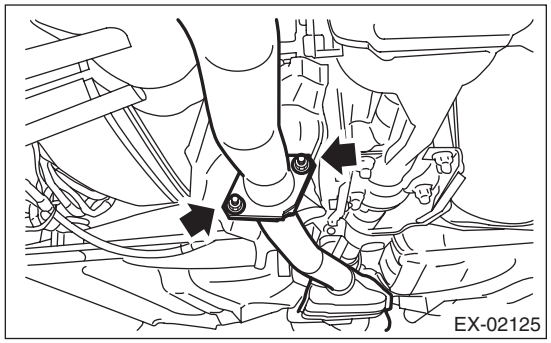
1) Check the connections and welds for exhaust leaks.
2) Make sure there are no holes or rusting.
3) Check the cushion rubber for wear or crack.

5. Muffler

A: REMOVAL

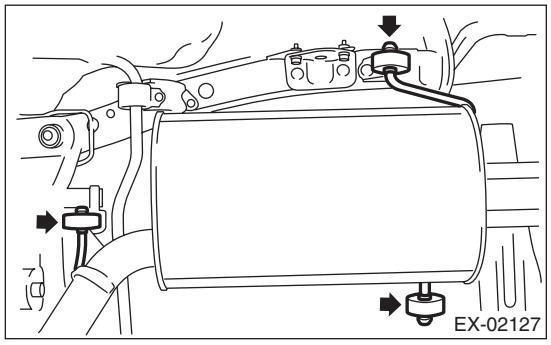
CAUTION:
Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.

1) Set the vehicle on a lift.
2) Lift up the vehicle.
3) Separate the muffler from rear exhaust pipe.



4) Apply a coat of spray type lubricant to the mating area of cushion rubber.
5) Remove the front and rear cushion rubber, and then remove the muffler.

CAUTION:
Be careful not to drop the muffler during removal.

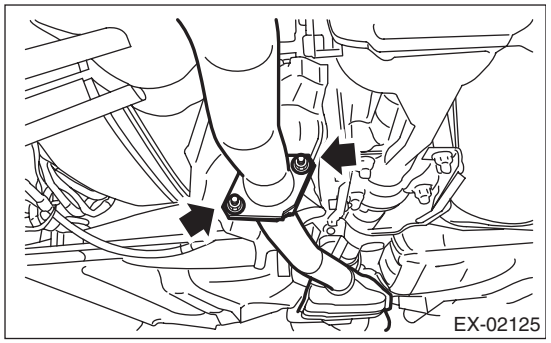


B: INSTALLATION

Install in the reverse order of removal.

NOTE:
• Use a new gasket and self-locking nut.
• When the lubricant was applied to the cushion rubber during the removal/installation, degrease it after reassembling.

Tightening torque:
48 N·m (4.9 kgf-m, 35.4 ft-lb)



C: INSPECTION

1) Check the connections and welds for exhaust leaks.
2) Make sure there are no holes or rusting.
3) Check the cushion rubber for wear or crack.

1. General Description

A: SPECIFICATION

Removal and installation procedures for the SOHC U5 model are the same as the SOHC model. <Ref. to EX(H4SO)-2, General Description.>

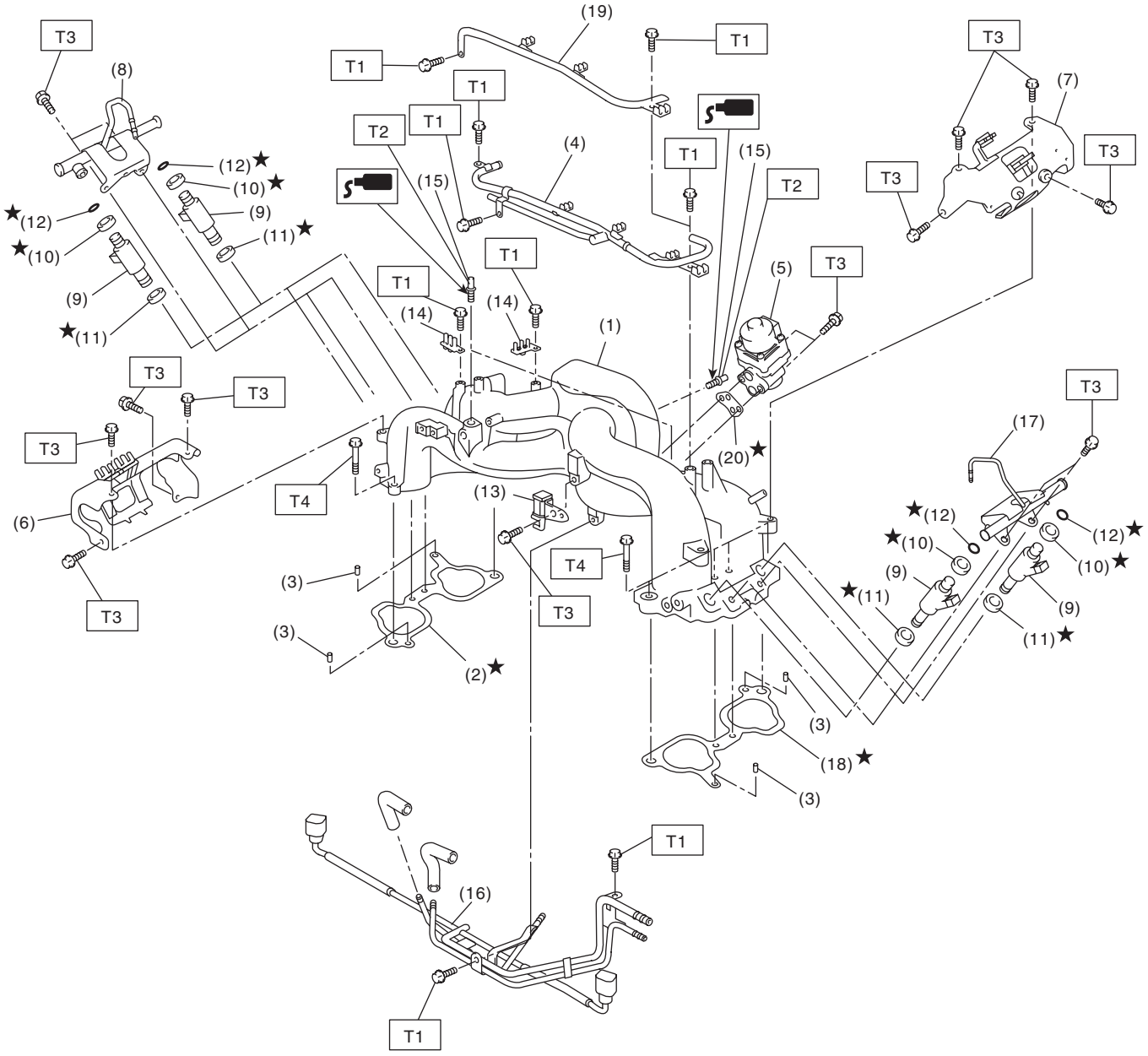
1. General Description

A: SPECIFICATION

Item		Specification
Fuel tank	Capacity	60 ℓ (15.9 US gal, 13.2 Imp gal)
	Locations	Under rear seat
Fuel pump	Type	Impeller
	Shutoff discharge pressure	370 — 677 kPa (3.77 — 6.9 kg/cm^2, 53.6 — 98 psi)
	Discharge rate	105 ℓ (27.7 US gal, 23.1 Imp gal)/h or more [300 kPa, 12 V (3.06 kg/cm^2, 43.5 psi)]
Fuel filter		Intank type

B: COMPONENT

1. INTAKE MANIFOLD

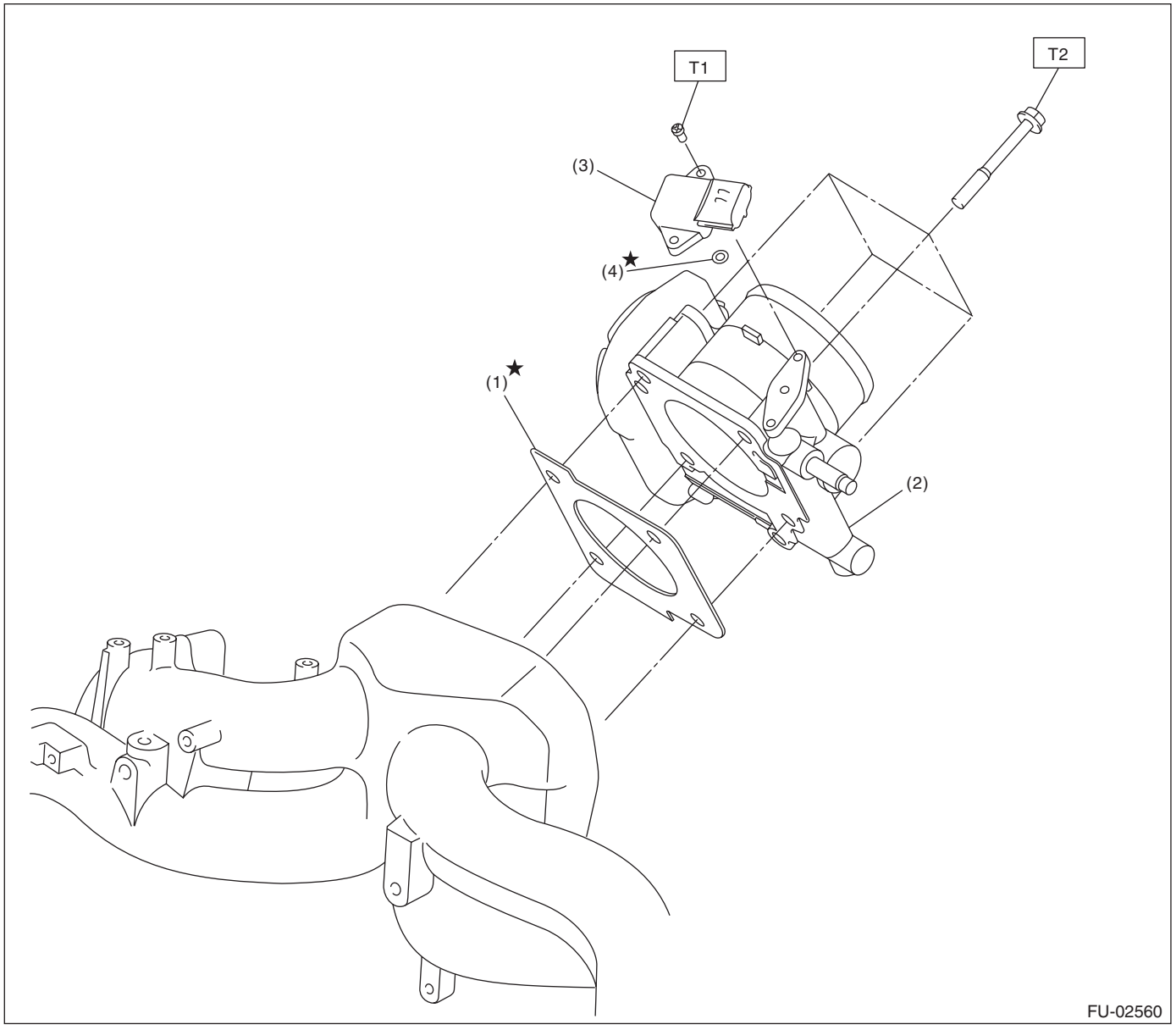


FU-03244

(1) Intake manifold
(2) Gasket RH
(3) Guide pin
(4) PCV pipe (U6 model)
(5) EGR valve
(6) Fuel pipe protector RH
(7) Fuel pipe protector LH
(8) Fuel injector pipe RH
(9) Fuel injector
(10) O-ring
(11) O-ring
(12) O-ring
(13) Purge control solenoid valve
(14) Plug cord holder
(15) Nipple (U6 model)
(16) Fuel pipe
(17) Fuel injector pipe LH
(18) Gasket LH
(19) Plug code stay (U5 model)
(20) EGR gasket

Tightening torque:N·m (kgf-m, ft-lb)
T1: 6.4 (0.65, 4.7)
T2: 17 (1.7, 12.5)
T3: 19 (1.9, 14.0)
T4: 25 (2.5, 18.4)

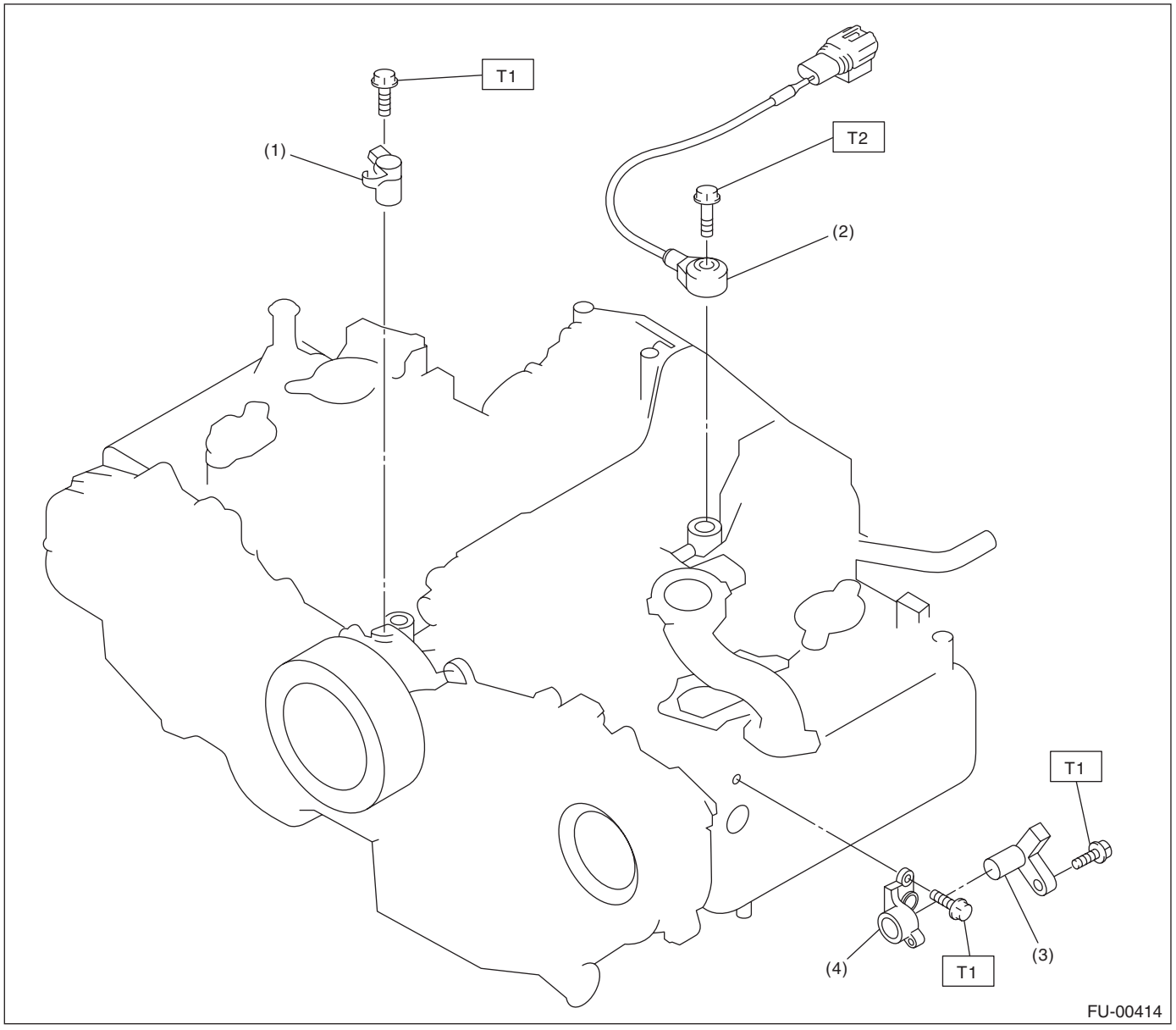
2. AIR INTAKE SYSTEM



(1) Gasket
(2) Throttle body
(3) Manifold absolute pressure sensor
(4) O-ring

Tightening torque:N·m (kgf-m, ft-lb)
T1: 2 (0.2, 1.5)
T2: 8 (0.8, 5.9)

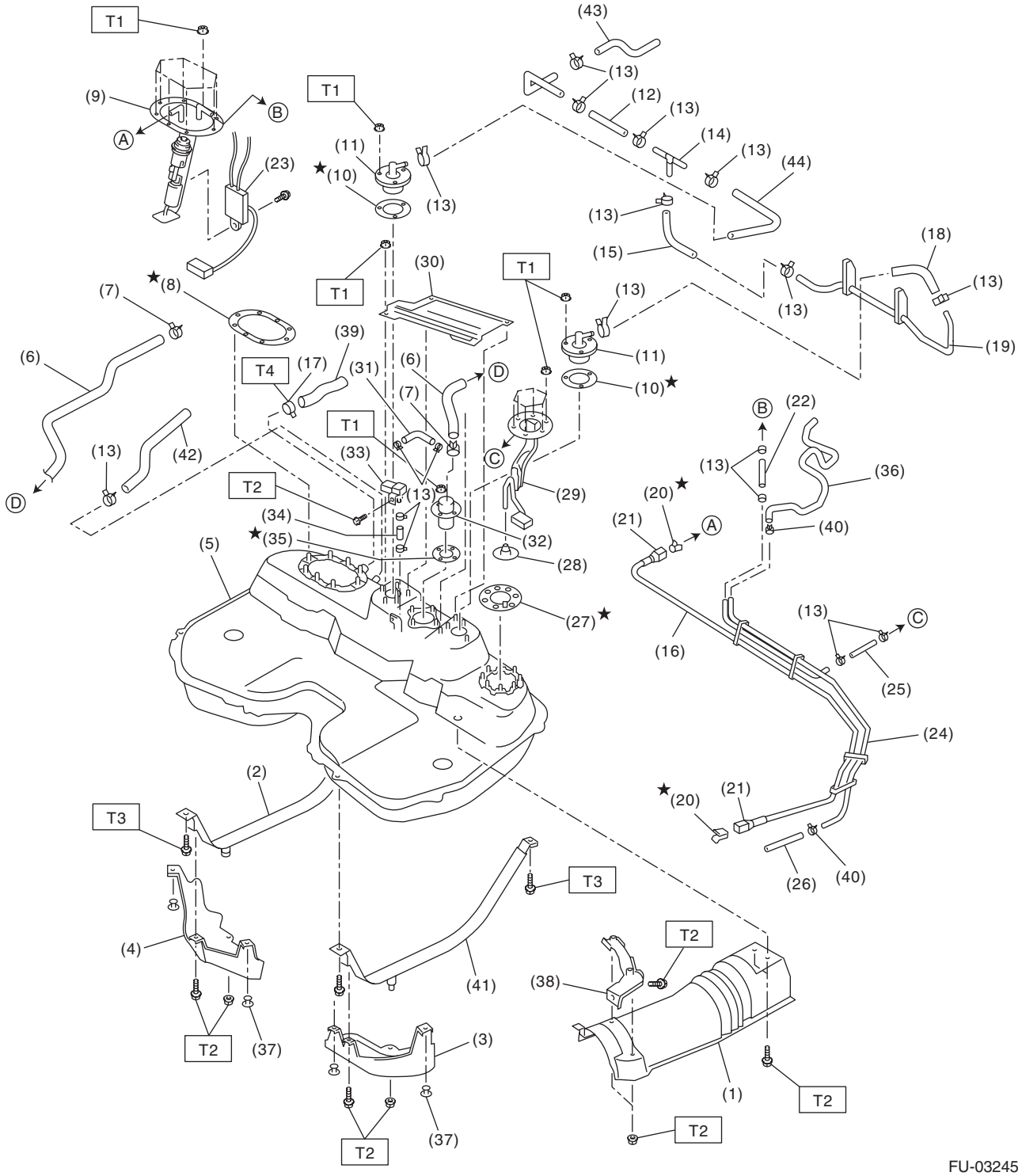
3. CRANKSHAFT POSITION, CAMSHAFT POSITION AND KNOCK SENSORS



(1) Crankshaft position sensor
(2) Knock sensor
(3) Camshaft position sensor
(4) Camshaft position sensor support

Tightening torque:N·m (kgf-m, ft-lb)
T1: 6.4 (0.65, 4.7)
T2: 24 (2.4, 17.7)

4. FUEL TANK


T1
T2
T3
T4
(1)
(2)
(3)
(4)
(5)
(6)
(7)
(8)
(9)
(10)
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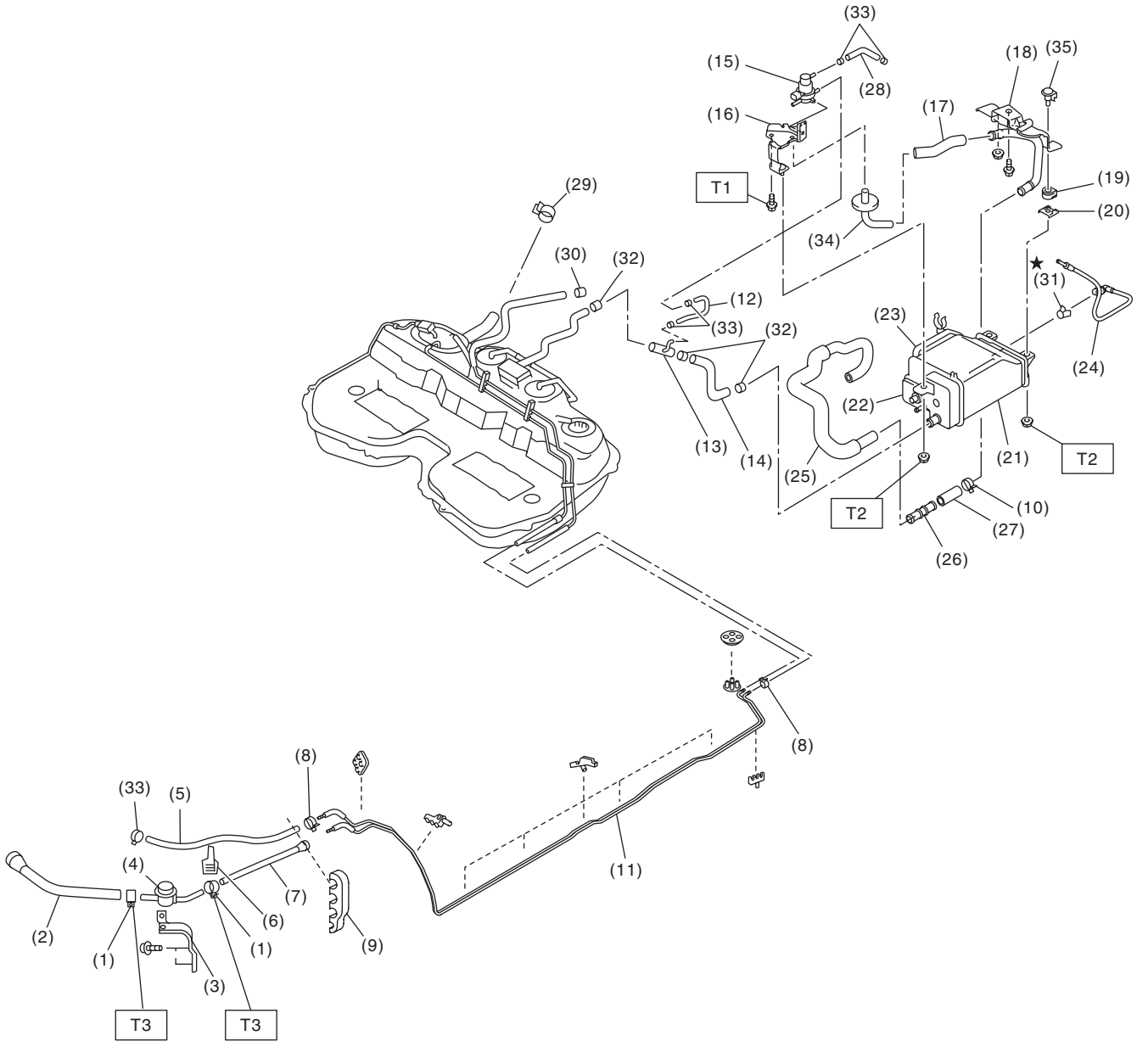
(38)
(39)
(40)
(41)
(42)
(43)
(44)
A
B
C
D
FU-03245

(1) Heat shield cover
(2) Fuel tank band RH
(3) Protector LH
(4) Protector RH
(5) Fuel tank
(6) Canister hose A
(7) Clamp
(8) Fuel pump gasket
(9) Fuel pump ASSY
(10) Fuel cut valve gasket
(11) Fuel cut valve
(12) Evaporation hose A
(13) Clip
(14) Joint pipe
(15) Evaporation hose B
(16) Fuel delivery tube
(17) Clamp
(18) Evaporation hose C
(19) Evaporation pipe ASSY
(20) Retainer
(21) Quick connector
(22) Jet pump hose A
(23) Fuel level sensor
(24) Fuel pipe ASSY
(25) Jet pump hose B
(26) Evaporation hose D
(27) Fuel sub level sensor gasket
(28) Jet pump filter
(29) Fuel sub level sensor
(30) Protect cover
(31) Evaporation hose E
(32) Vent valve
(33) Fuel tank pressure sensor
(34) Fuel tank pressure sensor hose
(35) Vent valve gasket
(36) Purge hose
(37) Clip
(38) Cover bracket
(39) Filler hose
(40) Clip
(41) Fuel tank band LH
(42) Evaporation hose F
(43) Evaporation hose G
(44) Evaporation hose H

Tightening torque:N·m (kgf-m, ft-lb)
T1: 4.4 (0.45, 3.3)
T2: 7.4 (0.75, 5.4)
T3: 33 (3.4, 24.3)
T4: 1.96 (0.20, 1.45)

5. FUEL LINE



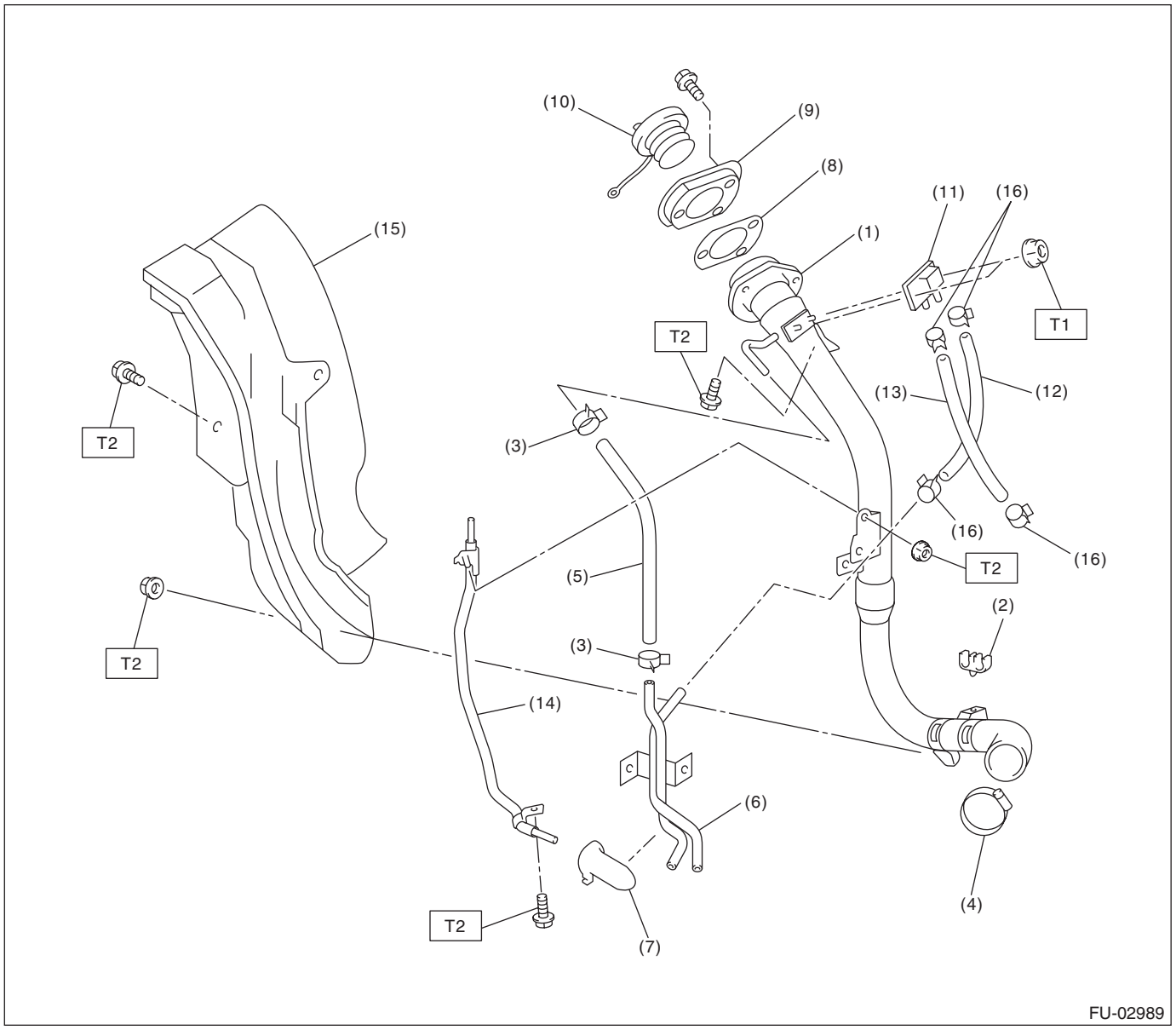
FU-02988

(1) Clamp
(2) Fuel delivery hose A
(3) Fuel damper valve bracket
(4) Fuel damper valve
(5) Evaporation hose A
(6) Clip
(7) Fuel delivery hose B
(8) Clamp
(9) Clip
(10) Clamp
(11) Fuel pipe ASSY
(12) Evaporation hose B
(13) Joint pipe
(14) Canister hose A
(15) Pressure control solenoid valve
(16) Pressure control solenoid valve bracket
(17) Drain hose C
(18) Canister upper bracket
(19) Cushion rubber
(20) Canister lower bracket
(21) Canister
(22) Drain valve
(23) Drain filter
(24) Pressure control solenoid valve tube
(25) Drain hose A
(26) Drain connector
(27) Drain hose B
(28) Pressure control solenoid valve hose
(29) Clamp
(30) Clamp
(31) Retainer
(32) Clamp
(33) Clamp
(34) Drain pipe
(35) Canister bracket spacer

Tightening torque:N·m (kgf-m, ft-lb)

T1: 25 (2.5, 18.4)
T2: 23 (2.3, 17.0)
T3: 1.25 (0.13, 0.94)

6. FUEL FILLER PIPE



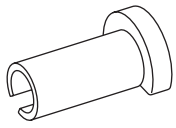
(1) Fuel filler pipe ASSY
(2) Evaporation hose holder
(3) Clamp
(4) Clamp
(5) Evaporation hose A
(6) Evaporation pipe
(7) Evaporation pipe holder
(8) Filler pipe packing
(9) Filler ring
(10) Filler cap
(11) Shut valve
(12) Evaporation hose B
(13) Evaporation hose C
(14) Joint pipe
(15) Fuel filler pipe protector
(16) Clamp

Tightening torque:N·m (kgf-m, ft-lb)
T1: 4.4 (0.45, 3.3)
T2: 7.5 (0.76, 5.5)

C: CAUTION

• Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
• Remove contamination including dirt and corrosion before removal, installation or disassembly.
• Keep the disassembled parts in order and protect them from dust and dirt.
• Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
• Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
• Be sure to tighten fasteners including bolts and nuts to the specified torque.
• Place shop jacks or rigid racks at the specified points.
• Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.
• Place “NO FIRE” signs near the working area.
• Prepare a container and cloth to prevent scattering of fuels when performing work where fuels can be spilled. If the fuel spills, wipe it off immediately to prevent from penetrating into floor or flowing out for environmental protection.
• Follow all government and local regulations concerning disposal of refuse when disposing fuel.

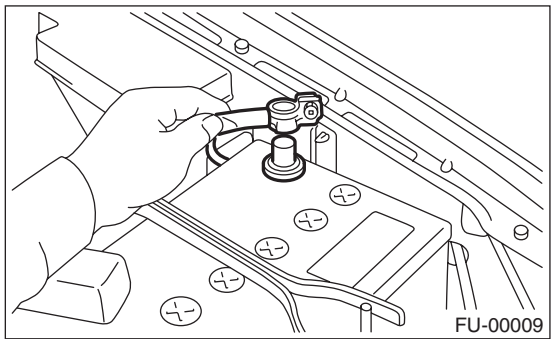
D: PREPARATION TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST42099AE000	42099AE000	CONNECTOR REMOVER	Used for removing the quick connector.

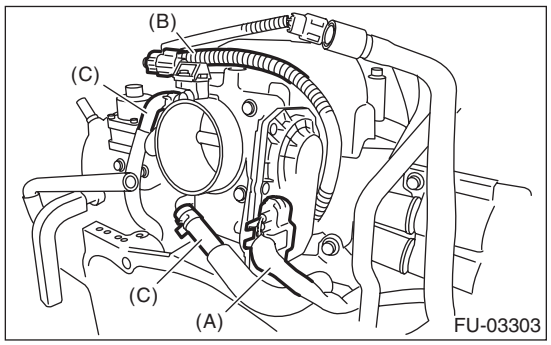
2. Throttle Body

A: REMOVAL

1) Disconnect the ground cable from the battery.



2) Remove the air intake chamber. <Ref. to IN(H4SO)-6, REMOVAL, Air Intake Chamber.>
3) Disconnect the connectors from throttle position sensor and manifold absolute pressure sensor.
4) Disconnect the engine coolant hoses from throttle body.
5) Remove the bolts which install throttle body to the intake manifold.



(A) Throttle position sensor
(B) Manifold absolute pressure sensor
(C) Engine coolant hose

B: INSTALLATION

Install in the reverse order of removal.

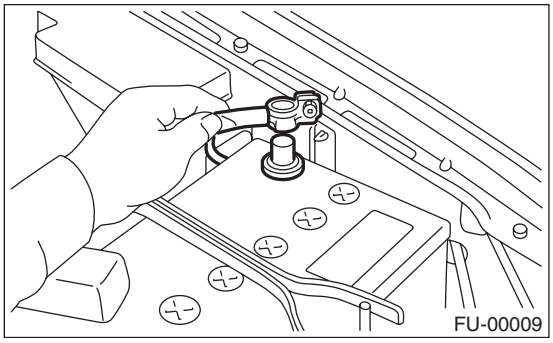
NOTE:
Use a new gasket.

Tightening torque:
8 N·m (0.8 kgf-m, 5.9 ft-lb)

3. Intake Manifold

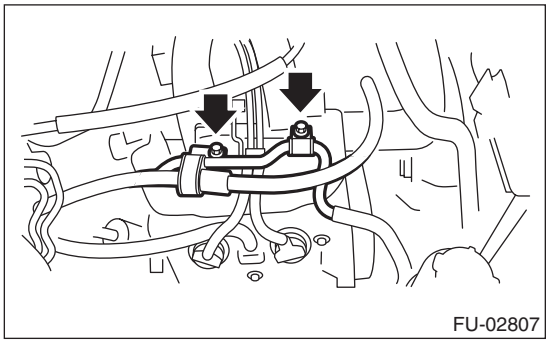
A: REMOVAL

1) Release the fuel pressure.
<Ref. to FU(H4SO)-45, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
2) Disconnect the ground cable from the battery.

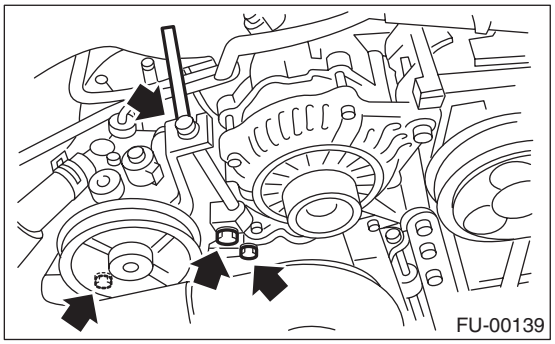

FU-00009

3) Remove the air intake duct, air cleaner case and air intake chamber. <Ref. to IN(H4SO)-7, REMOVAL, Air Intake Duct.> <Ref. to IN(H4SO)-5, REMOVAL, Air Cleaner Case.> <Ref. to IN(H4SO)-6, REMOVAL, Air Intake Chamber.>
4) Remove the generator. <Ref. to SC(H4SO)-14, REMOVAL, Generator.>
5) Remove the power steering pump and power steering reservoir tank.
(1) Remove the bolts which hold the power steering pipes onto the fuel pipe protector RH.

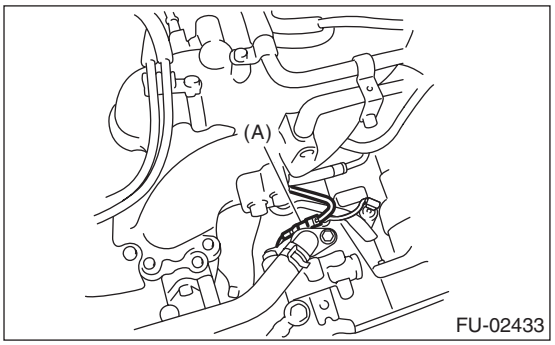
NOTE:
Do not disconnect the power steering hose.


FU-02807

(2) Remove the installation bolt of the power steering pump bracket.

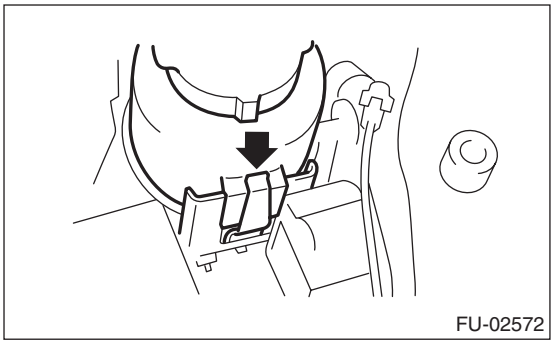

FU-00139

(3) Disconnect the connector (A) from power steering pump switch.

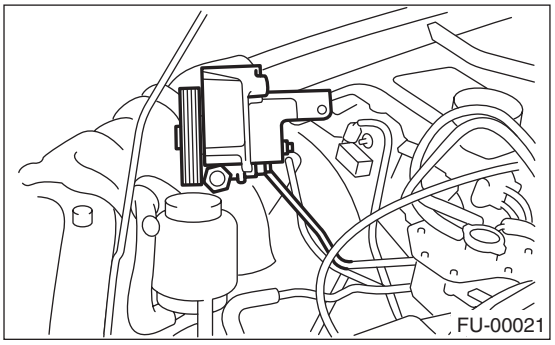


FU-02433

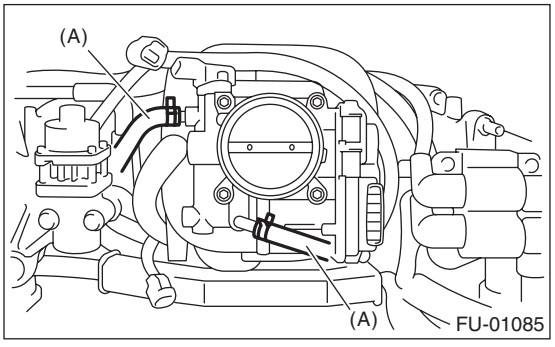
(4) Remove the power steering reservoir tank from the bracket by pulling it upward.


FU-02572

(5) Place the power steering pump on the right side wheel apron.

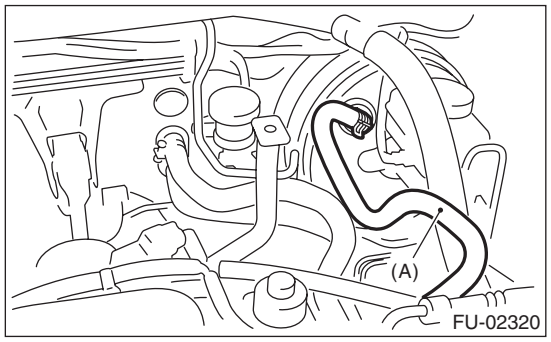

FU-00021

6) Remove the spark plug cords from the spark plugs by pulling the plug caps. (Do not pull the cord.)
7) Disconnect the engine coolant hoses (A) from throttle body.

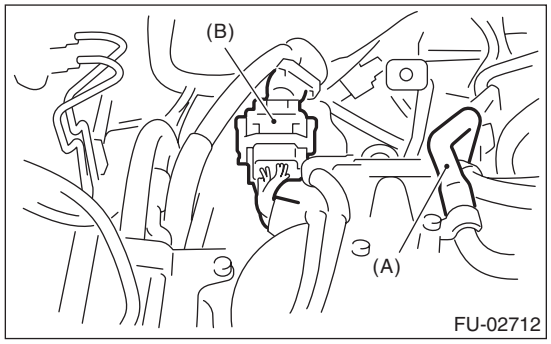


FU-01085

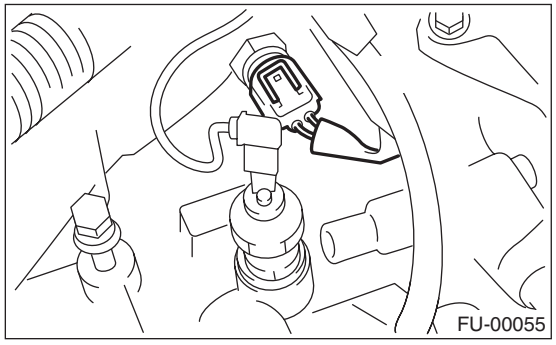
8) Disconnect the brake booster hose (A).



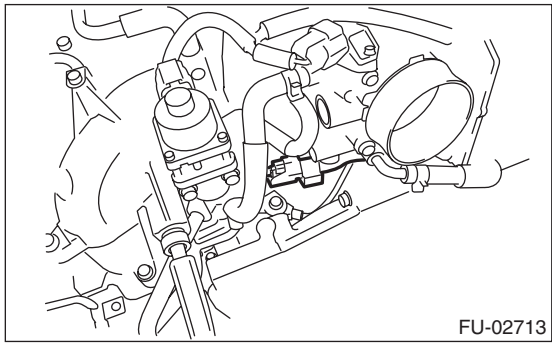
9) Disconnect the PCV hose (A) from intake manifold.
10) Disconnect the engine harness connectors (B) from bulkhead harness connectors.



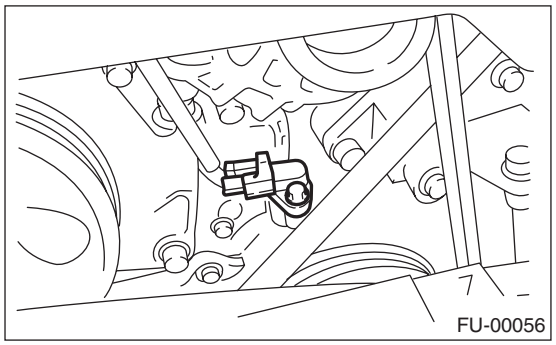
11) Disconnect the connectors from the engine coolant temperature sensor.



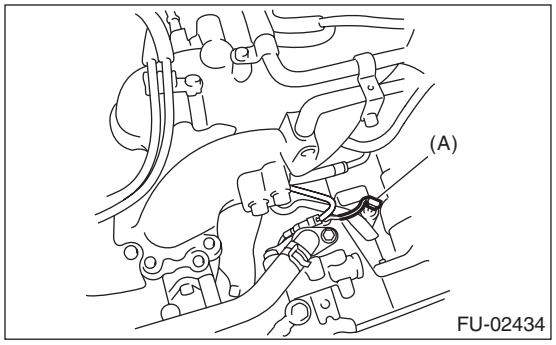
12) Disconnect the knock sensor connector.



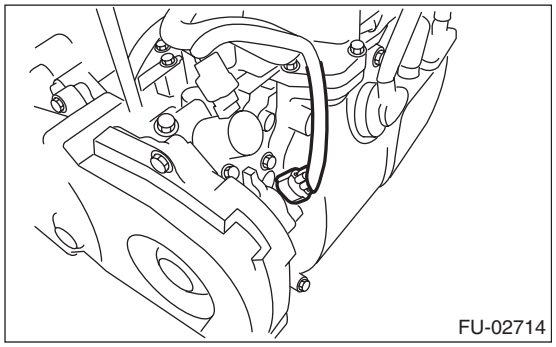
13) Disconnect the connector from crankshaft position sensor.



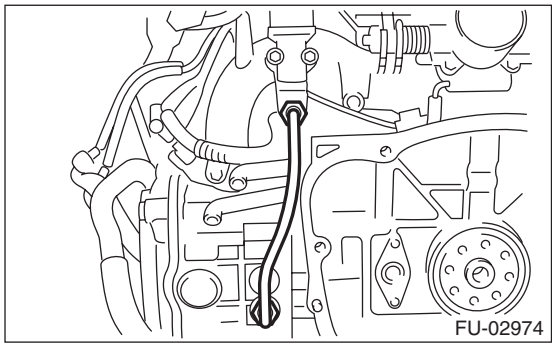
14) Disconnect the connector from the oil pressure switch (A).



15) Disconnect the connector from camshaft position sensor.

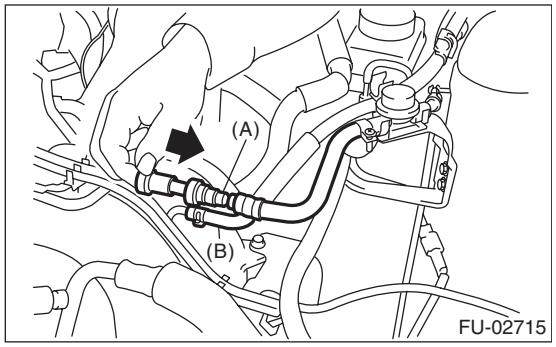


16) Remove the EGR pipe from intake manifold.



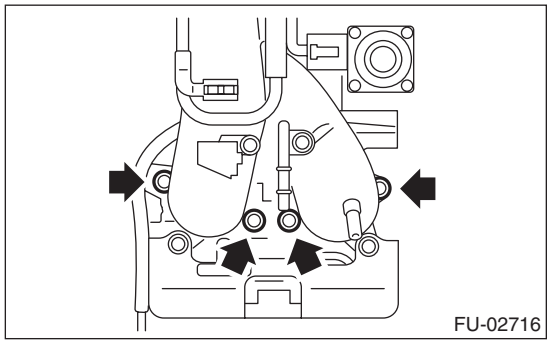
17) Disconnect the fuel hoses from fuel pipe.
(1) Disconnect the quick connector on the fuel delivery line by pushing the ST in the direction of the arrow.
ST 42099AE000 CONNECTOR REMOVER
(2) Remove the clip and disconnect the evaporation hose from the pipe.

CAUTION:
• Be careful not to spill fuel.
• Catch the fuel from hoses using a container or cloth.



(A) Fuel delivery hose
(B) Evaporation hose

18) Remove the bolts which secure intake manifold to cylinder head.



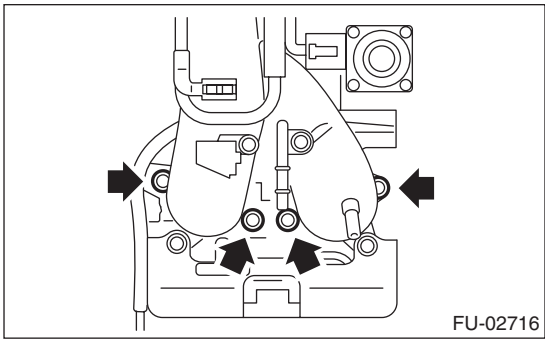
19) Remove the intake manifold.

B: INSTALLATION

1) Install the intake manifold onto cylinder heads.

NOTE:
Use a new gasket.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

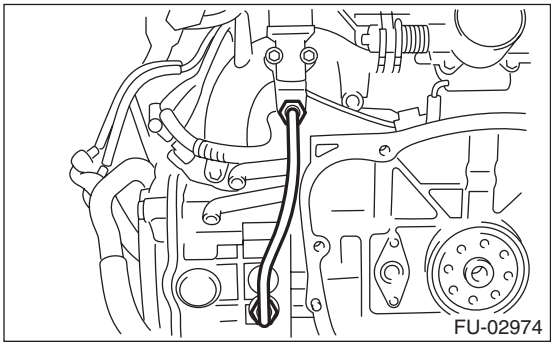


2) Connect the fuel hose and evaporation hose to the fuel pipe.

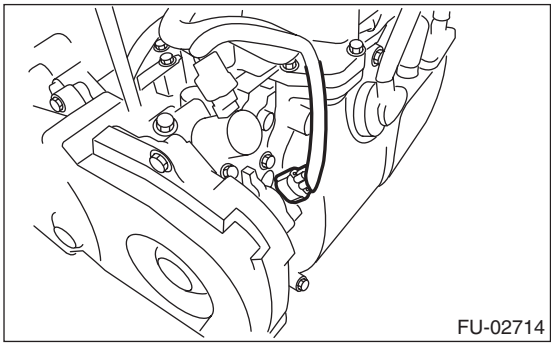
NOTE:
If fuel hoses are damaged, replace them with new parts.

3) Install the EGR pipe to intake manifold.

Tightening torque:
34 N·m (3.5 kgf-m, 25.1 ft-lb)

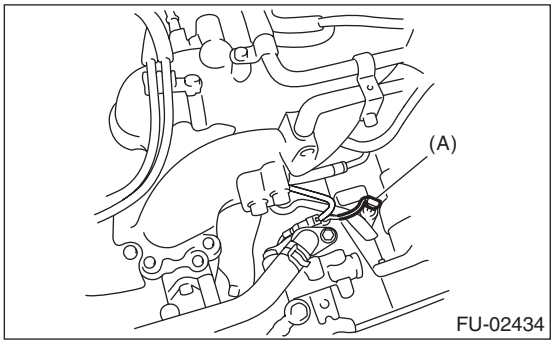


4) Connect the connectors to camshaft position sensor.

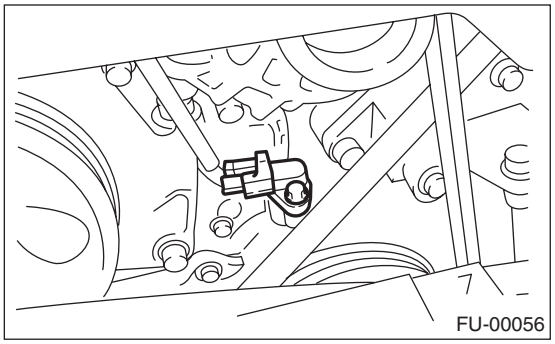


5) Connect the connector to the power steering pump switch.

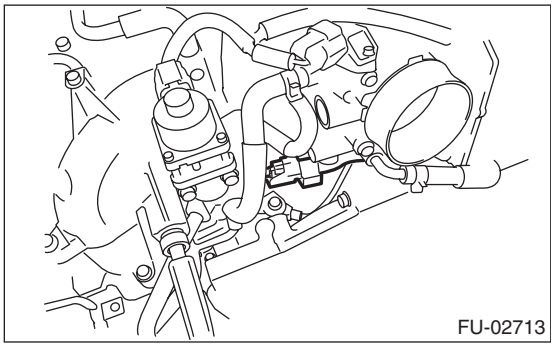
6) Connect the connector to oil pressure switch (A).



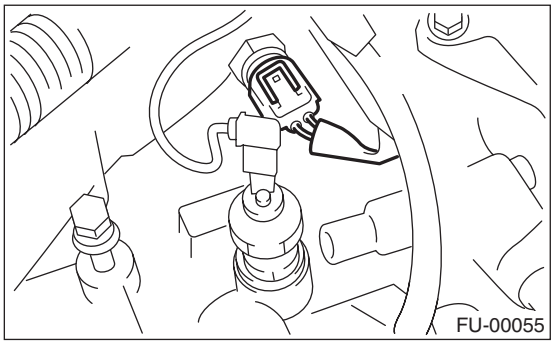
7) Connect the connector to crankshaft position sensor.



8) Connect the knock sensor connector.

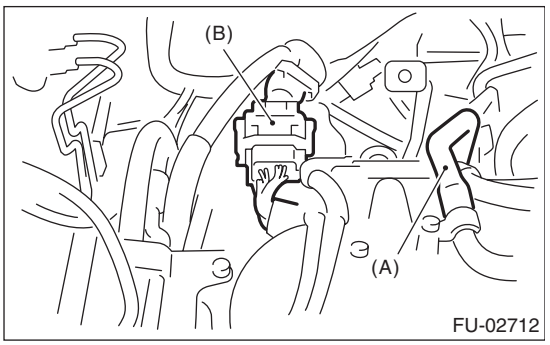


9) Connect the connector to engine coolant temperature sensor.

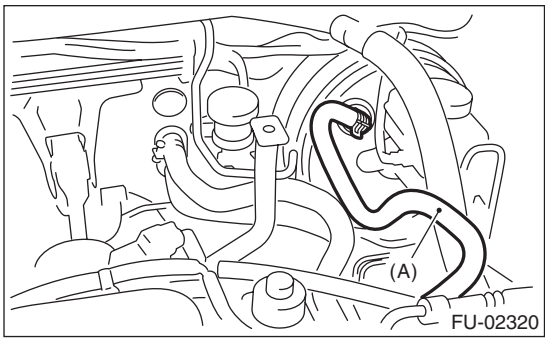


10) Connect the PCV hose (A) to intake manifold.

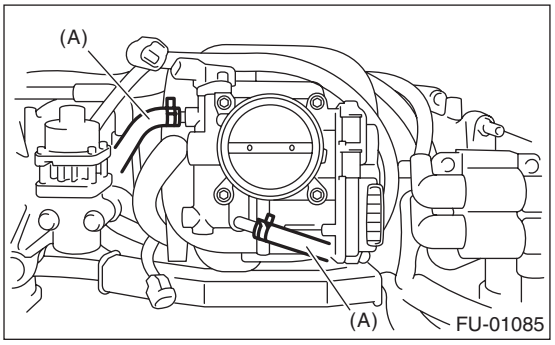
11) Connect the engine harness connectors (B) to bulkhead harness connectors.



12) Connect the brake booster hose (A).



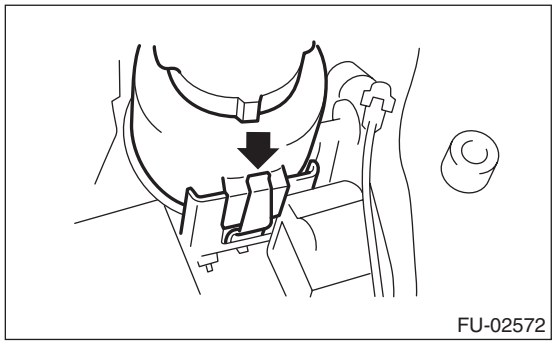
13) Connect the engine coolant hoses (A) to throttle body.



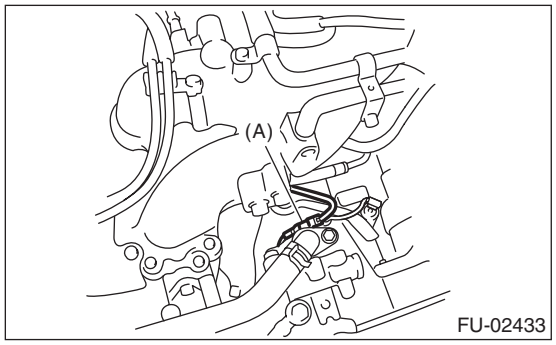
14) Connect the spark plug cords to spark plugs.

15) Install the power steering pump and power steering reservoir tank.

(1) Install the power steering reservoir tank to the bracket.


FU-02572

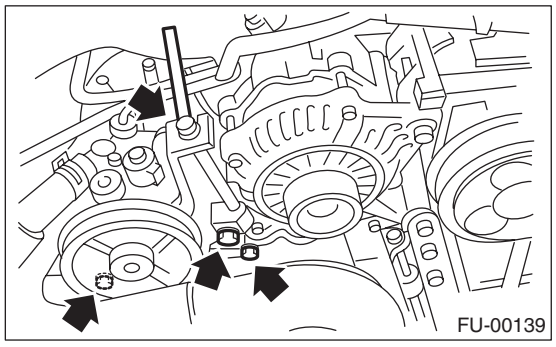
(2) Connect the power steering pump switch to the connector (A).



FU-02433

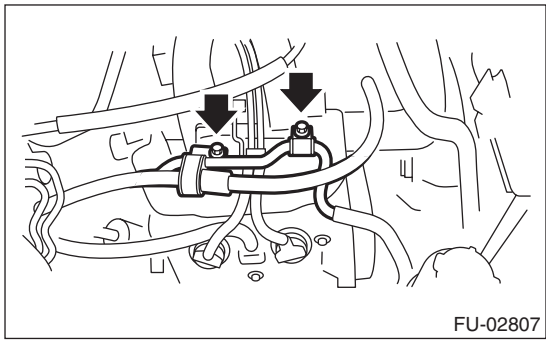
(3) Install the power steering pump by tightening the mounting bolts.

Tightening torque:
22 N·m (2.2 kgf-m, 16.2 ft-lb)


FU-00139

(4) Install the power steering pipe bracket onto the fuel pipe protector RH.

Tightening torque:
13 N·m (1.3 kgf-m, 9.6 ft-lb)

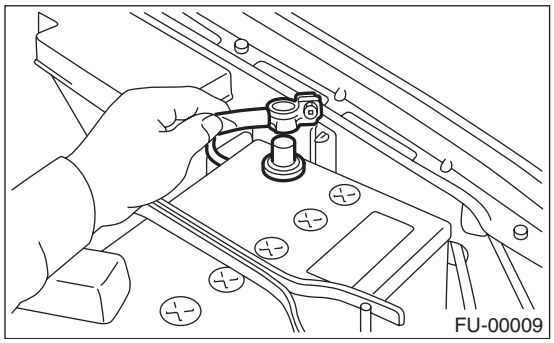

FU-02807

16) Install the generator. <Ref. to SC(H4SO)-14, INSTALLATION, Generator.>

17) Install the air intake duct, air cleaner case and air intake chamber. <Ref. to IN(H4SO)-7, INSTALLATION, Air Intake Duct.> <Ref. to IN(H4SO)-5, INSTALLATION, Air Cleaner Case.> <Ref. to IN(H4SO)-6, INSTALLATION, Air Intake Chamber.>

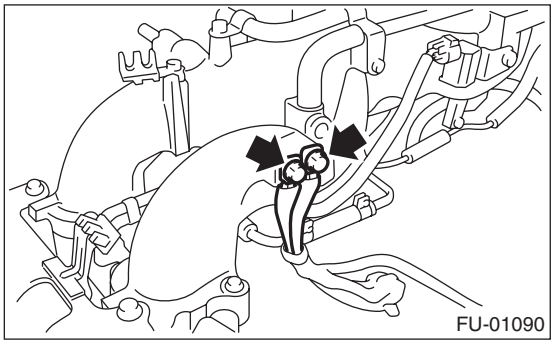
18) Connect the connector to fuel pump relay.

19) Connect the ground cable to the battery.

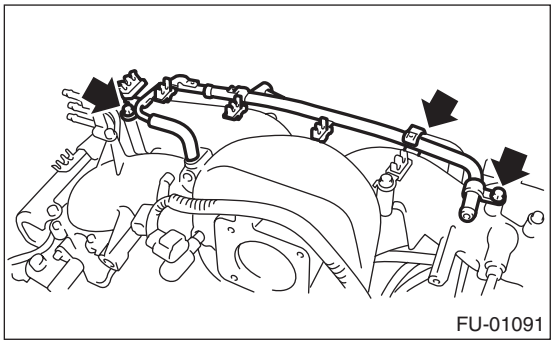

FU-00009

C: DISASSEMBLY

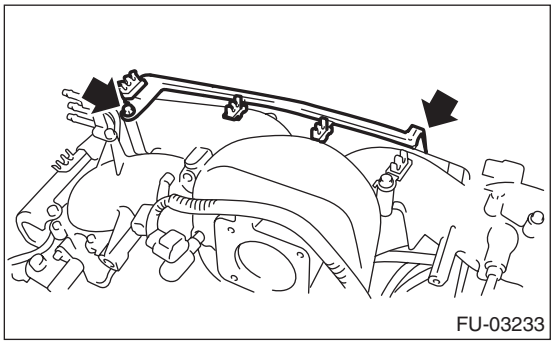
1) Disconnect the engine ground terminal from intake manifold.


FU-01090

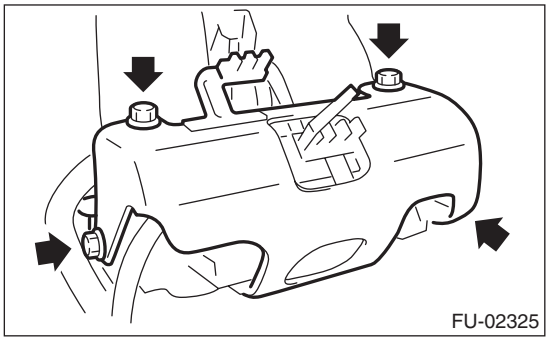
2) Remove the ignition coil and ignitor assembly. <Ref. to IG(H4SO)-6, REMOVAL, Ignition Coil and Ignitor Assembly.>
3) Remove the throttle body. <Ref. to FU(H4SO)-12, REMOVAL, Throttle Body.>
4) Remove the EGR valve. <Ref. to FU(H4SO)-30, REMOVAL, EGR Valve.>
5) Remove the PCV pipe. (U6 model)


FU-01091

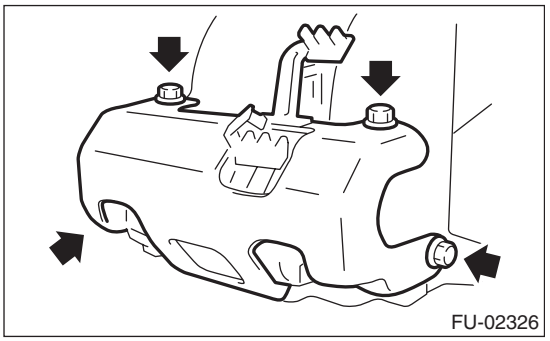
6) Remove the plug code stay. (U5 model)


FU-03233

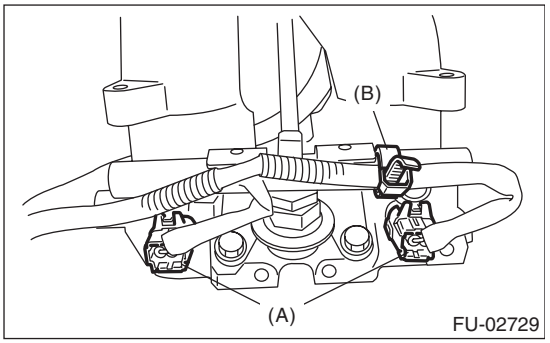
7) Remove the fuel pipe protector LH.


FU-02325

8) Remove the fuel pipe protector RH.

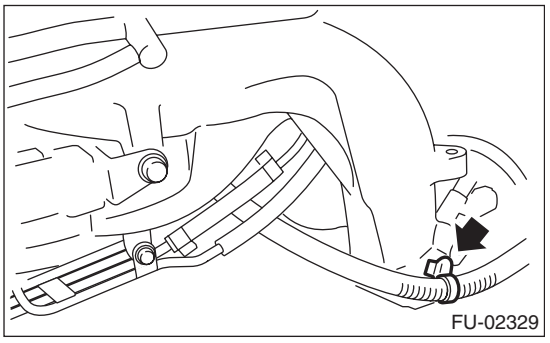

FU-02326

9) Disconnect the connectors (A) from fuel injector.
10) Remove the harness band (B) which holds the engine harness to injector pipe.

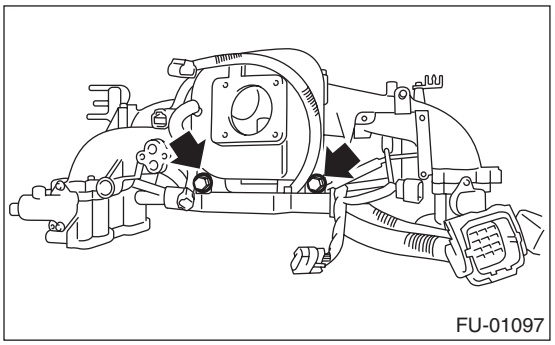


FU-02729

11) Remove the purge control solenoid valve. <Ref. to EC(H4SO)-7, REMOVAL, Purge Control Solenoid Valve.>
12) Remove the harness band clips which install the engine harness.

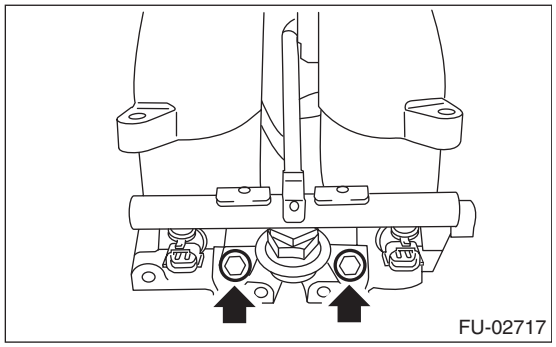

FU-02329

13) Remove the bolts which hold engine harness to intake manifold.

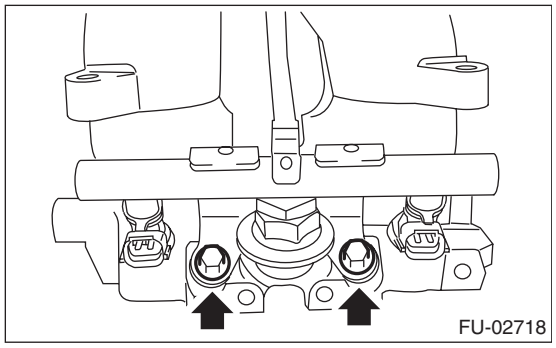

FU-01097

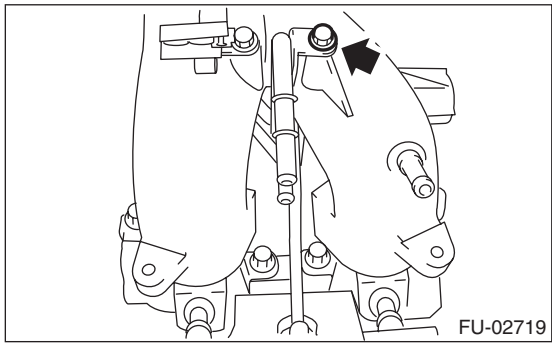
14) Remove the engine harness from intake manifold.

15) Remove the bolts which install fuel injector pipe on the intake manifold as shown in the figure
- RH side

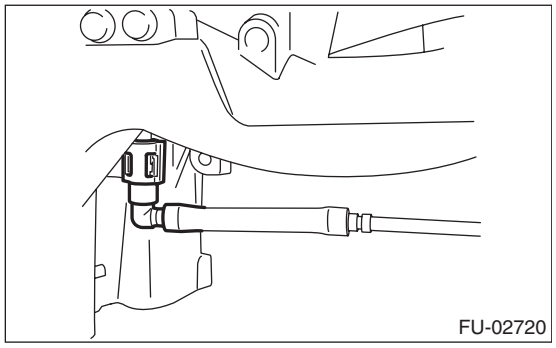


- LH side

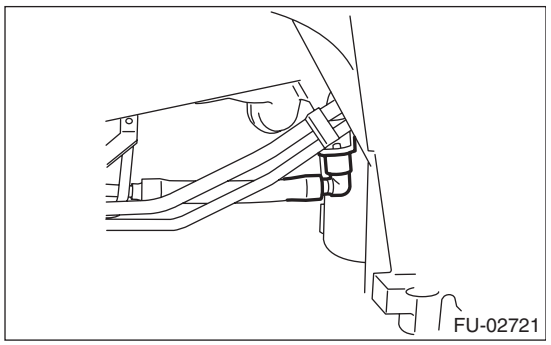




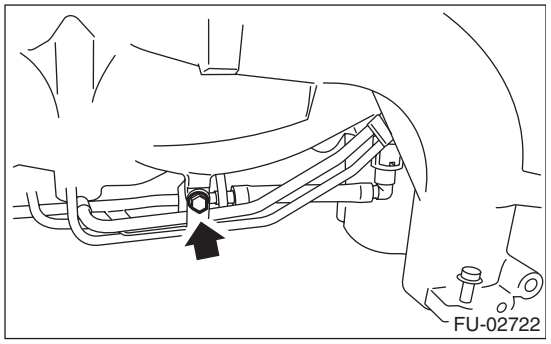
16) Remove the fuel injectors from fuel injector pipe.
17) Disconnect the quick connector that fastens the fuel injector pipe RH to the fuel pipe.



18) Disconnect the quick connector that fastens the fuel injector pipe LH to the fuel pipe.



19) Remove the fuel injector pipe RH and LH.
20) Remove the bolts which install fuel pipes on intake manifold.



21) Remove the fuel pipe from intake manifold.

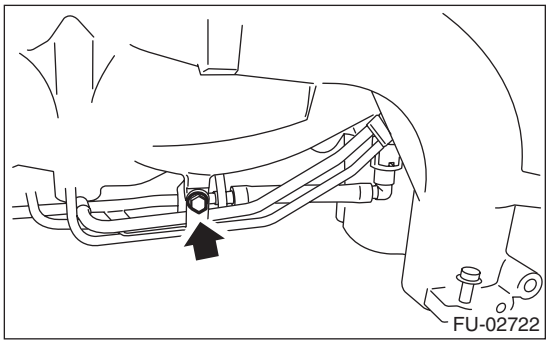
D: ASSEMBLY

NOTE:
When assembling the nipple, apply liquid gasket.

Liquid gasket:
THREE BOND 1105 (Part No. 004403010)

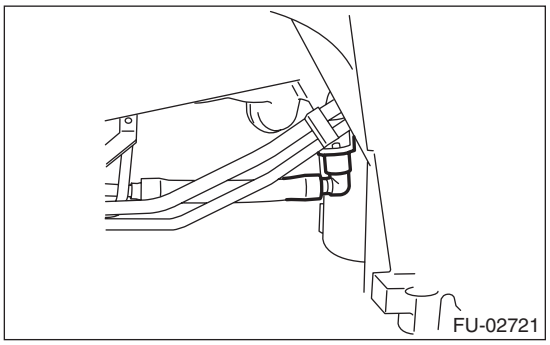
1) Tighten the bolts which install fuel pipes on intake manifold.

Tightening torque:
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



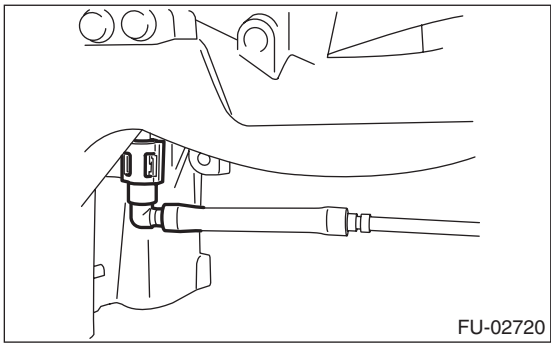
2) Connect the fuel injector pipe LH to the fuel pipe.

NOTE:
Connect the quick connector securely.



3) Connect the fuel injector pipe RH to the fuel pipe.

NOTE:
Connect the quick connector securely.

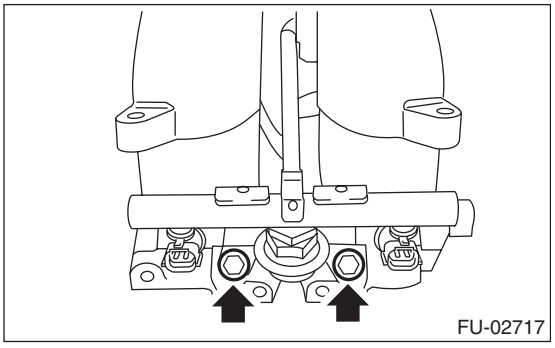


4) Install the fuel injector.

5) Tighten the bolts which install fuel injector pipes on intake manifold.

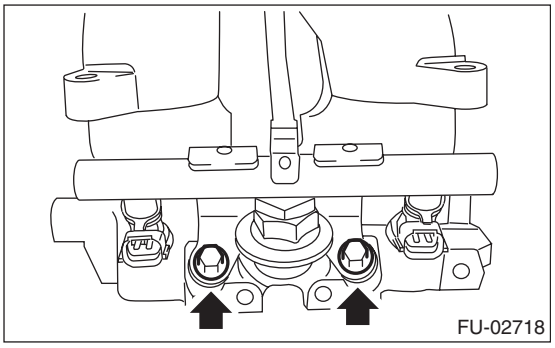
- RH side

Tightening torque:
19 N·m (1.9 kgf-m, 14.0 ft-lb)

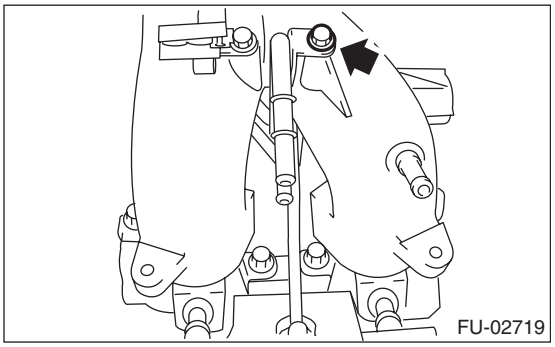


- LH side

Tightening torque:
19 N·m (1.9 kgf-m, 14.0 ft-lb)



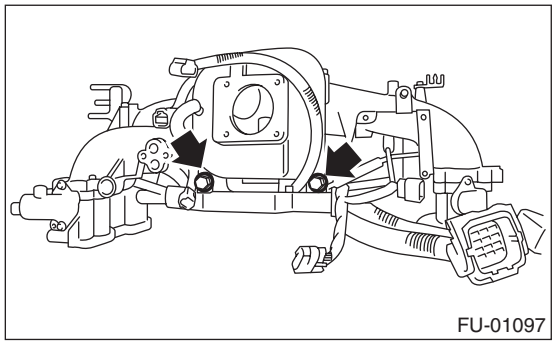
Tightening torque:
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



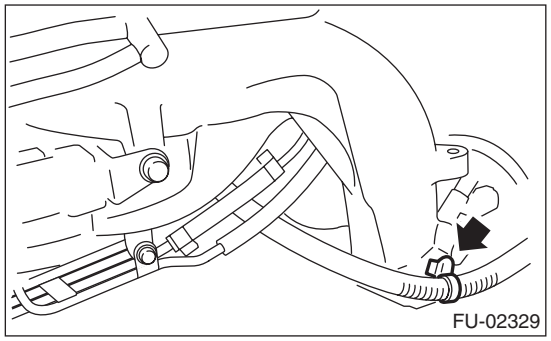
6) Install the engine harness onto intake manifold.

7) Tighten the bolts which install engine harness on intake manifold.

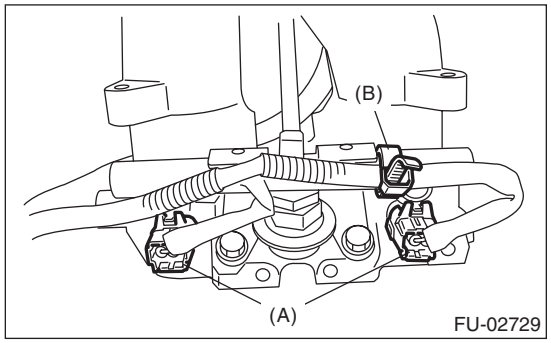
Tightening torque:
19 N·m (1.9 kgf-m, 14.0 ft-lb)



8) Hold the engine harness using the harness band clips.

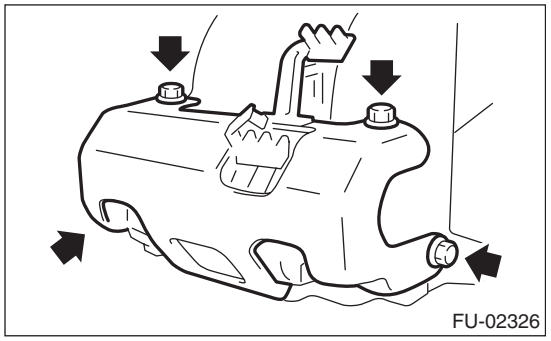


9) Install the purge control solenoid valve. <Ref. to EC(H4SO)-7, INSTALLATION, Purge Control Solenoid Valve.>
10) Connect the connectors (A) to fuel injector.
11) Hold the engine harness to fuel injector pipe by harness band (B).



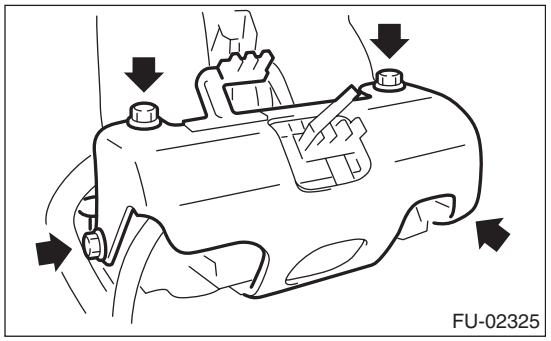
12) Install the fuel pipe protector RH.

Tightening torque:
19 N·m (1.9 kgf-m, 14.0 ft-lb)



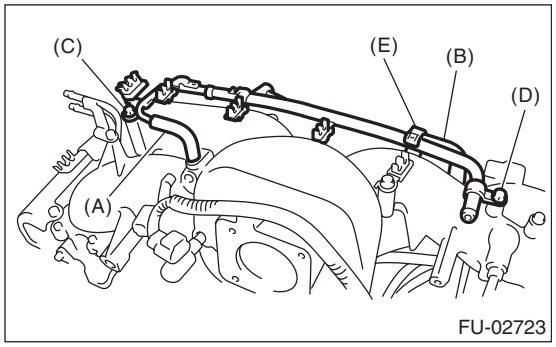
13) Install the fuel pipe protector LH.

Tightening torque:
19 N·m (1.9 kgf-m, 14.0 ft-lb)



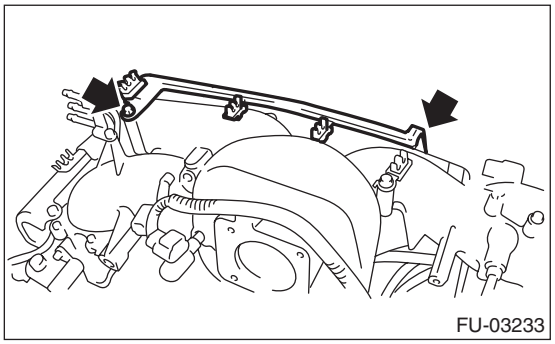
14) Install the PCV pipe. (U6 model)
(1) Connect the hose (A) and (B) to intake manifold.
(2) Tighten the bolts (C) through (E) in alphabetical sequence.

Tightening torque:
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



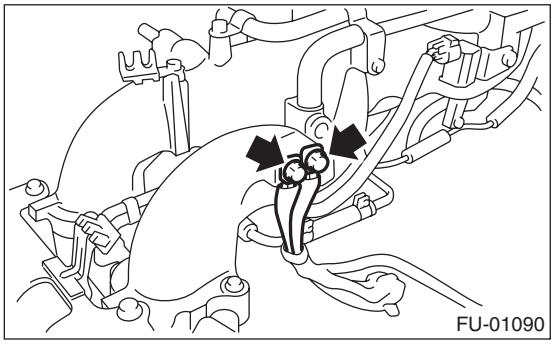
15) Install the plug code stay. (U5 model)

Tightening torque:
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



16) Install the EGR valve. <Ref. to FU(H4SO)-30, INSTALLATION, EGR Valve.>
17) Install the throttle body to the intake manifold. <Ref. to FU(H4SO)-12, INSTALLATION, Throttle Body.>
18) Install the ignition coil and ignitor assembly. <Ref. to IG(H4SO)-6, INSTALLATION, Ignition Coil and Ignitor Assembly.>
19) Install the engine ground terminal to intake manifold.

Tightening torque:
19 N·m (1.9 kgf-m, 14.0 ft-lb)



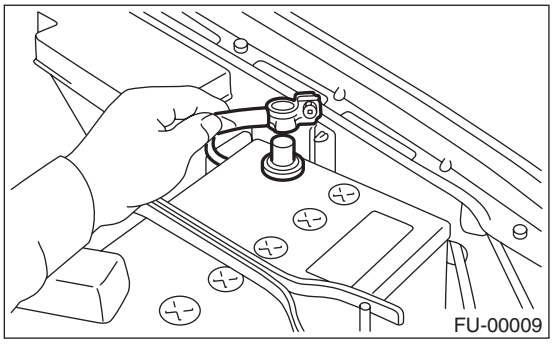
E: INSPECTION

Make sure the fuel pipe and fuel hoses are not damaged and the connections are tightened firmly.

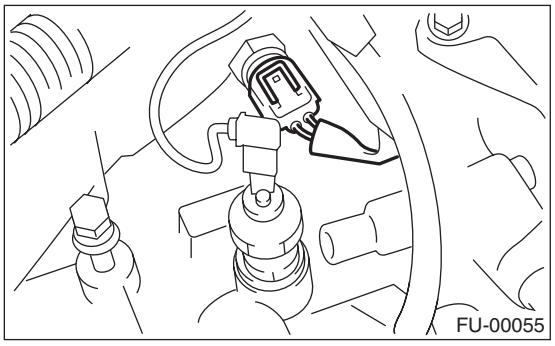
4. Engine Coolant Temperature Sensor

A: REMOVAL

1) Disconnect the ground cable from the battery.



2) Remove the generator. <Ref. to SC(H4SO)-14, REMOVAL, Generator.>
3) Disconnect the connectors from the engine coolant temperature sensor.



4) Remove the engine coolant temperature sensor.

B: INSTALLATION

Install in the reverse order of removal.

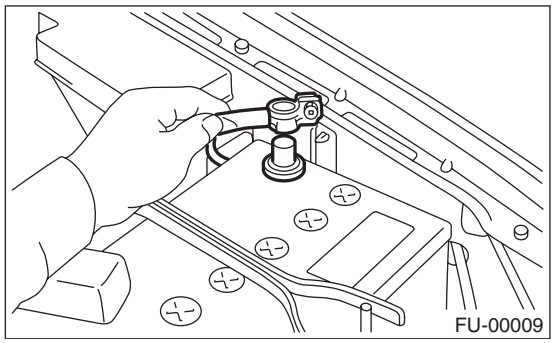
NOTE:
Use a new gasket.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)

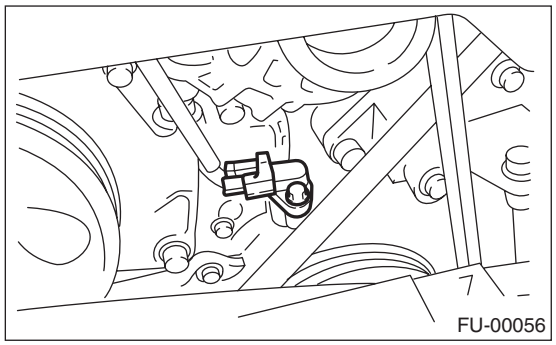
5. Crankshaft Position Sensor

A: REMOVAL

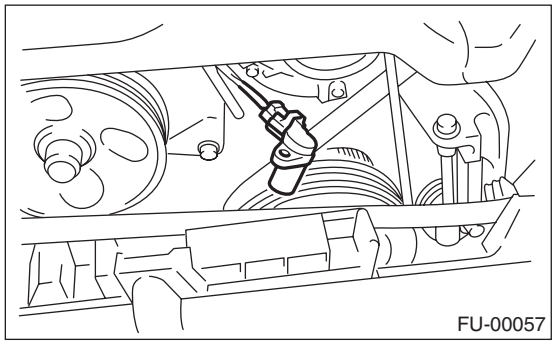
1) Disconnect the ground cable from the battery.



2) Remove the generator. <Ref. to SC(H4SO)-14, REMOVAL, Generator.>
3) Remove the bolt which installs crankshaft position sensor to cylinder block.



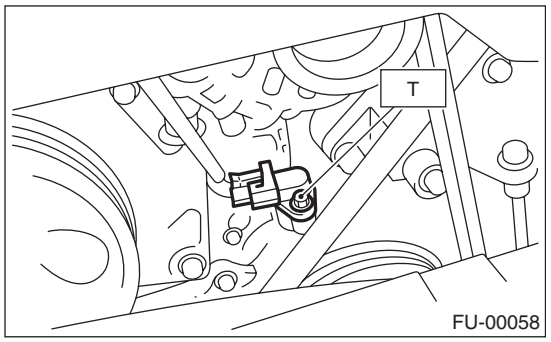
4) Remove the crankshaft position sensor, and then disconnect the connector from it.



B: INSTALLATION

Install in the reverse order of removal.

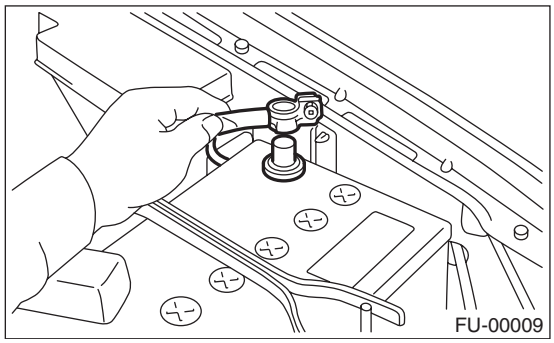
Tightening torque:
T: 6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



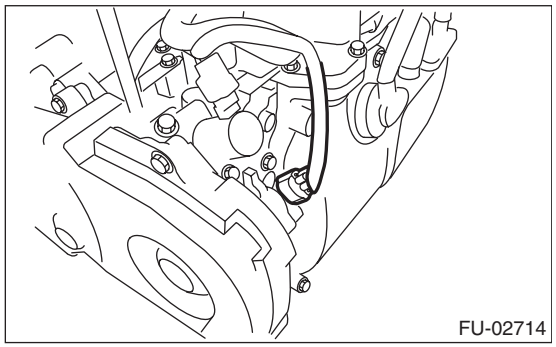
6. Camshaft Position Sensor

A: REMOVAL

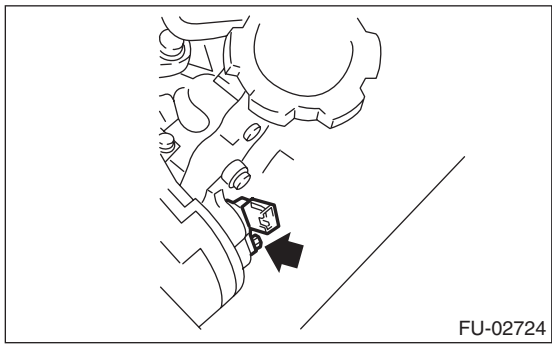
1) Disconnect the ground cable from the battery.



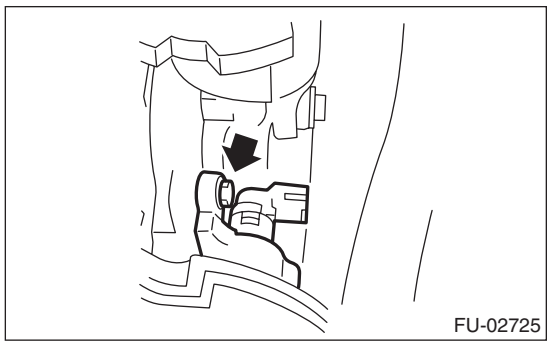
2) Disconnect the connector from camshaft position sensor.



3) Remove the bolt which installs camshaft position sensor to support.

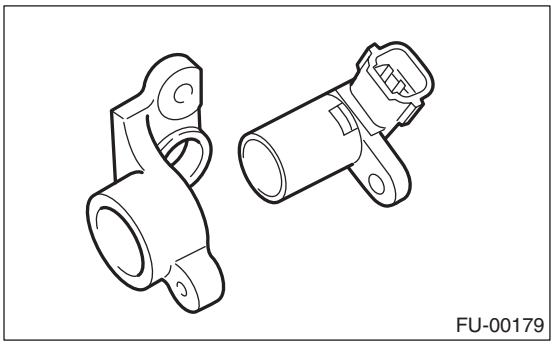


4) Remove the bolt which installs camshaft position sensor support to camshaft cap LH.



5) Remove the camshaft position sensor and the support as a unit.

6) Remove the camshaft position sensor from the support.



B: INSTALLATION

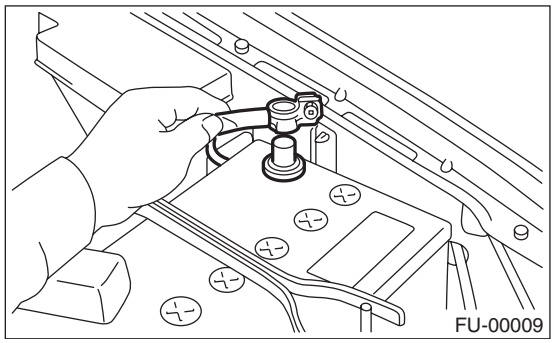
Install in the reverse order of removal.

Tightening torque:
Camshaft position sensor support
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)
Camshaft position sensor
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

7. Knock Sensor

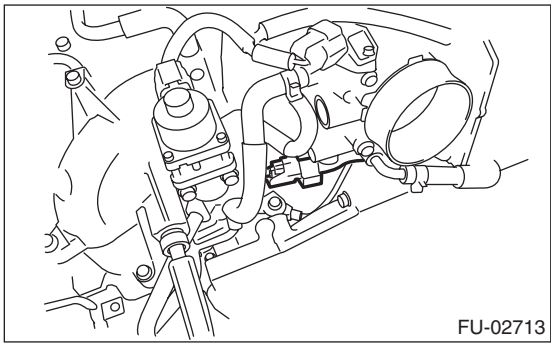
A: REMOVAL

1) Disconnect the ground cable from the battery.

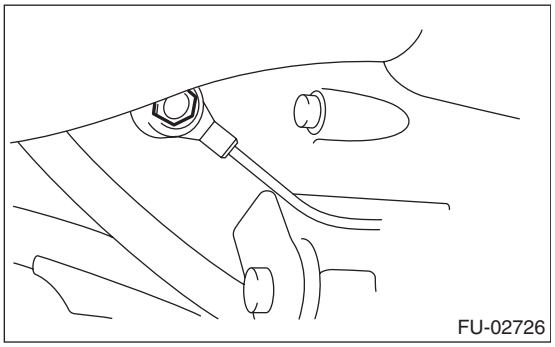


2) Remove the air intake chamber. <Ref. to IN(H4SO)-6, REMOVAL, Air Intake Chamber.>

3) Disconnect the knock sensor connector.



4) Remove the knock sensor from cylinder block.

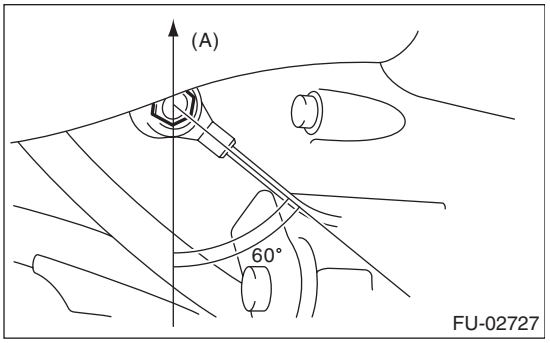


B: INSTALLATION

1) Install the knock sensor to cylinder block.

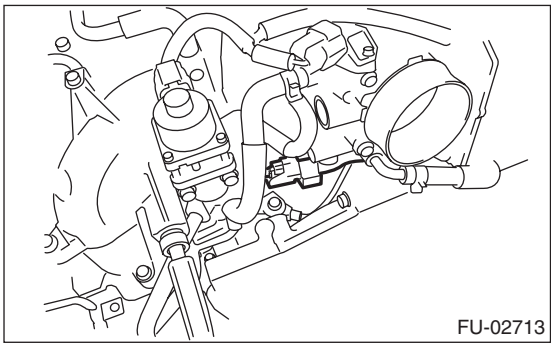
NOTE:
Extraction area of knock sensor cord must be positioned at a 60° angle relative to the engine rear.

Tightening torque:
24 N·m (2.4 kgf-m, 17.7 ft-lb)



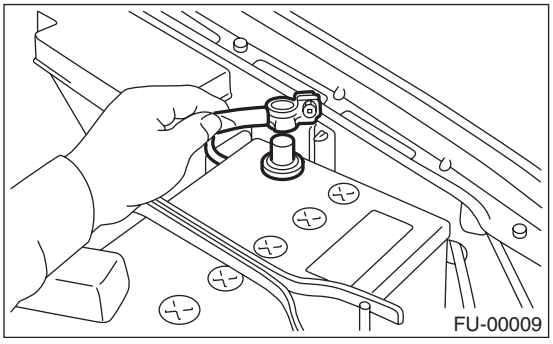
(A) Front side

2) Connect the knock sensor connector.



3) Install the air intake chamber.
<Ref. to IN(H4SO)-6, INSTALLATION, Air Intake Chamber.>

4) Connect the ground cable to the battery.



8. Throttle Position Sensor

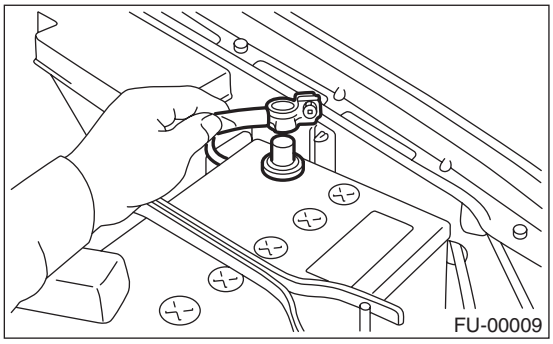
A: SPECIFICATION

Throttle body is a non-disassembled part, so do not remove the throttle position sensor from throttle body.
Refer to “Throttle Body” for removal and installation procedures. <Ref. to FU(H4SO)-12, REMOVAL, Throttle Body.> <Ref. to FU(H4SO)-12, INSTALLATION, Throttle Body.>

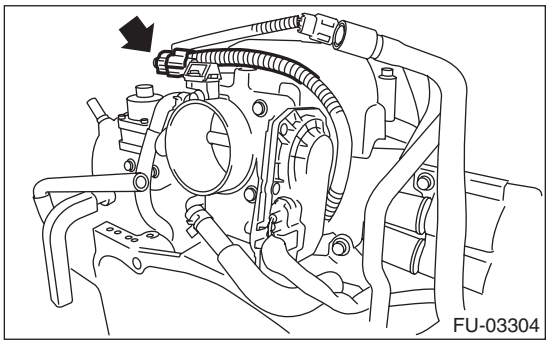
9. Manifold Absolute Pressure Sensor

A: REMOVAL

1) Disconnect the ground cable from the battery.



2) Disconnect the connector from manifold absolute pressure sensor.



3) Remove the manifold absolute pressure sensor from throttle body.

B: INSTALLATION

Install in the reverse order of removal.

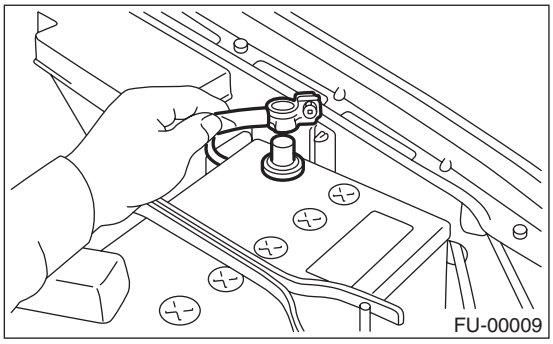
NOTE:
Use new O-rings.

Tightening torque:
2.0 N·m (0.20 kgf-m, 1.5 ft-lb)

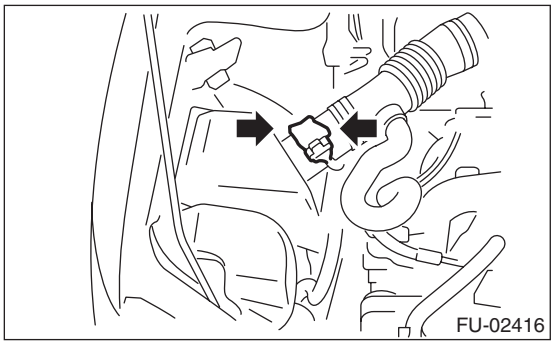
10.Mass Air Flow and Intake Air Temperature Sensor

A: REMOVAL

1) Disconnect the ground cable from the battery.



2) Disconnect the connector from the mass air flow and intake air temperature sensor.
3) Remove the mass air flow and intake air temperature sensor.



B: INSTALLATION

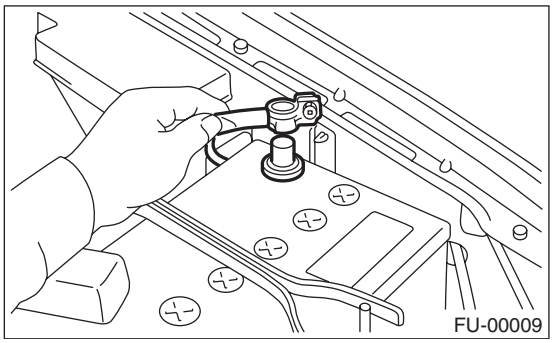
Install in the reverse order of removal.

Tightening torque:
1.0 N·m (0.10 kgf-m, 0.74 ft-lb)

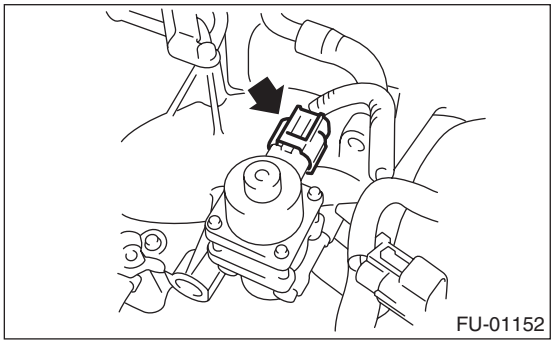
11.EGR Valve

A: REMOVAL

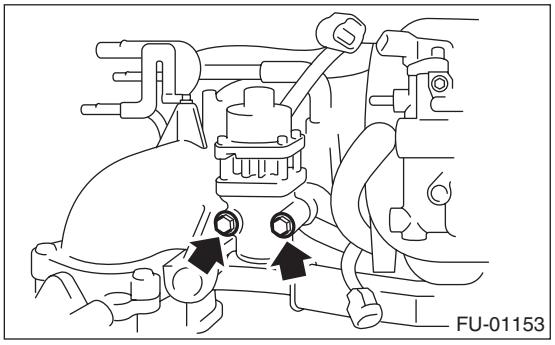
1) Disconnect the ground cable from the battery.



2) Disconnect the connector from EGR valve.



3) Remove the EGR valve from intake manifold.



B: INSTALLATION

Install in the reverse order of removal.

NOTE:
Use a new gasket.

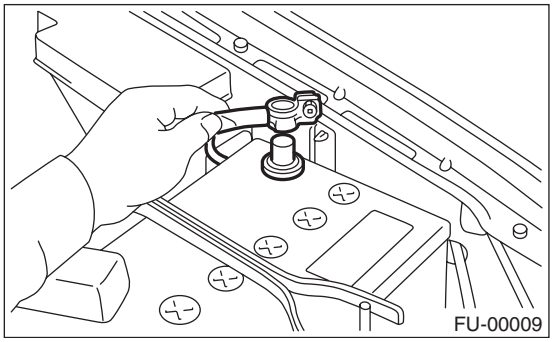
Tightening torque:
19 N·m (1.9 kgf-m, 14.0 ft-lb)

12.Fuel Injector

A: REMOVAL

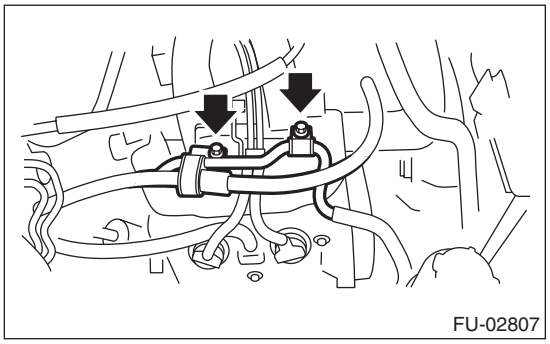
1. RH SIDE

1) Release the fuel pressure.
<Ref. to FU(H4SO)-45, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
2) Disconnect the ground cable from the battery.

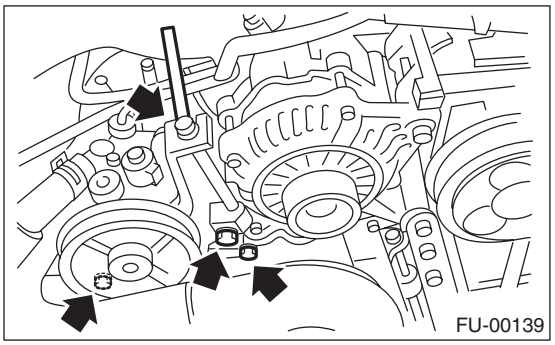


3) Open the fuel filler flap lid, and remove the fuel filler cap.
4) Remove the air intake duct and air cleaner case.
<Ref. to IN(H4SO)-7, REMOVAL, Air Intake Duct.>
<Ref. to IN(H4SO)-5, REMOVAL, Air Cleaner Case.>
5) Remove the power steering pump and power steering reservoir tank.
(1) Remove the front side V-belt. <Ref. to ME(H4SO)-41, REMOVAL, V-belt.>
(2) Remove the bolts which hold the power steering pipes onto the intake manifold protector RH.

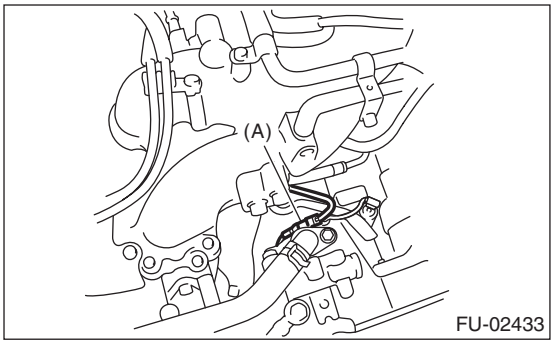
NOTE:
Do not disconnect the power steering hose.



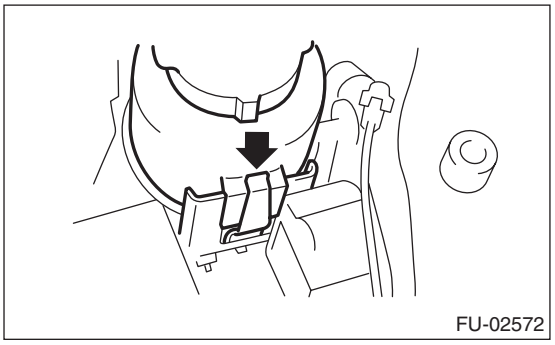
(3) Remove the installation bolt of the power steering pump bracket.



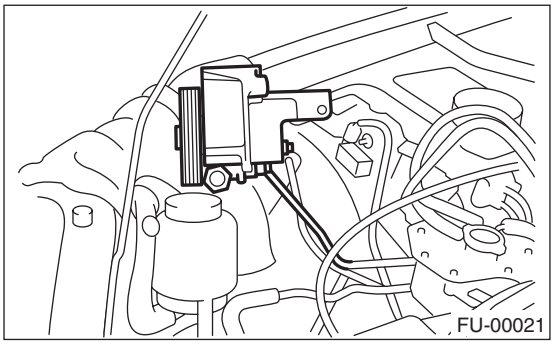
(4) Disconnect the connector from power steering pump switch (A).



(5) Remove the power steering reservoir tank from the bracket by pulling it upward.

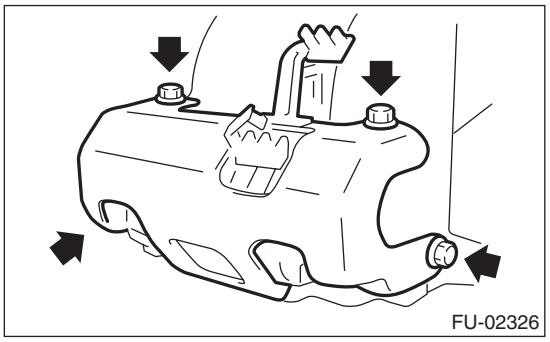


(6) Place the power steering pump and tank on the right side wheel apron.

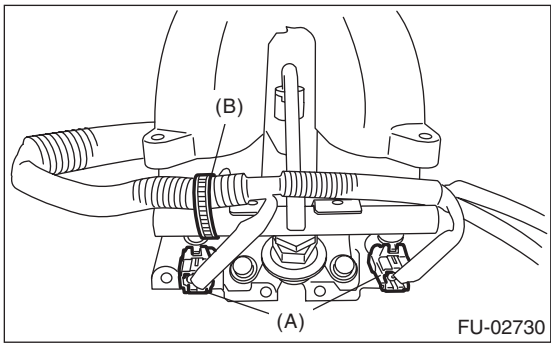


6) Remove the spark plug cords from spark plugs (#1 and #3 cylinders).

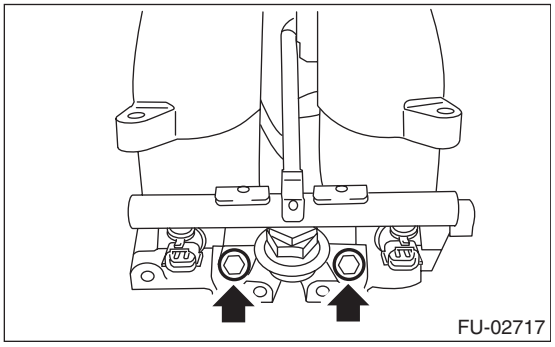
7) Remove the fuel pipe protector RH.



8) Disconnect the connectors (A) from fuel injector.
9) Remove the harness band (B) which holds the engine harness to injector pipe.



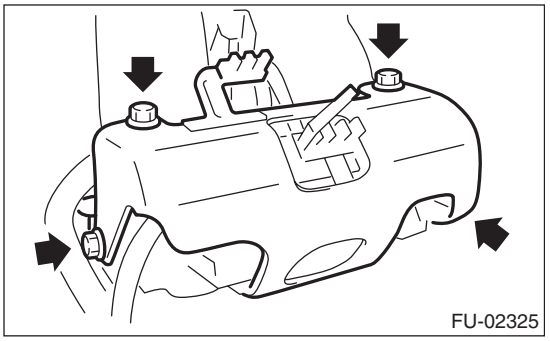
10) Remove the bolt which holds fuel injector pipe onto intake manifold.



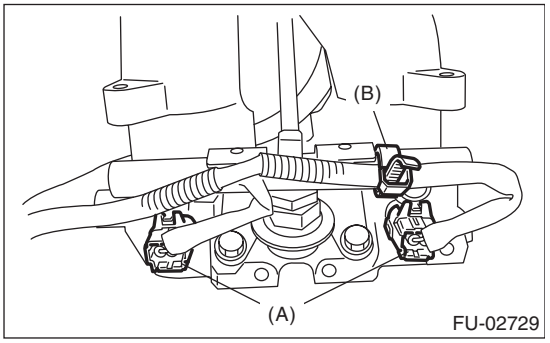
11) Remove the fuel injector while lifting up the fuel injector pipe.

2. LH SIDE

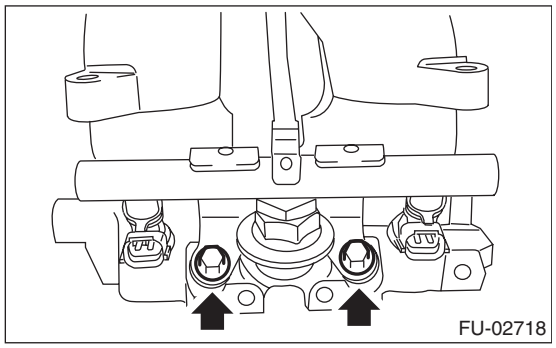
1) Release the fuel pressure.
<Ref. to FU(H4SO)-45, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
2) Remove the battery. <Ref. to SC(H4SO)-21, REMOVAL, Battery.>
3) Open the fuel filler flap lid, and remove the fuel filler cap.
4) Remove the spark plug cords from spark plugs (#2 and #4 cylinders).
5) Remove the fuel pipe protector LH.

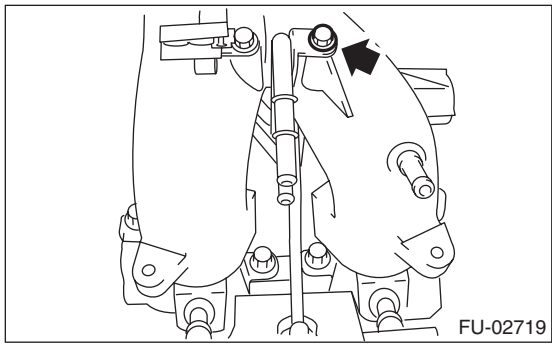


6) Disconnect the connectors (A) from fuel injector.
7) Remove the harness band (B) which holds the engine harness to injector pipe.



8) Remove the bolt which holds fuel injector pipe onto intake manifold.





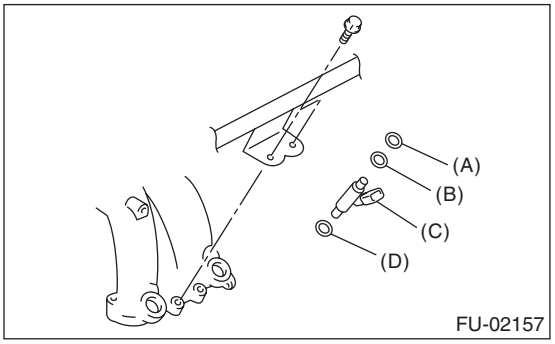
9) Remove the fuel injector while lifting up the fuel injector pipe.

B: INSTALLATION

1. RH SIDE

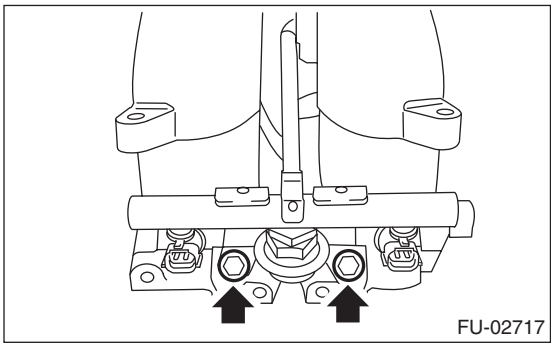
Install in the reverse order of removal.

NOTE:
Use new O-rings.

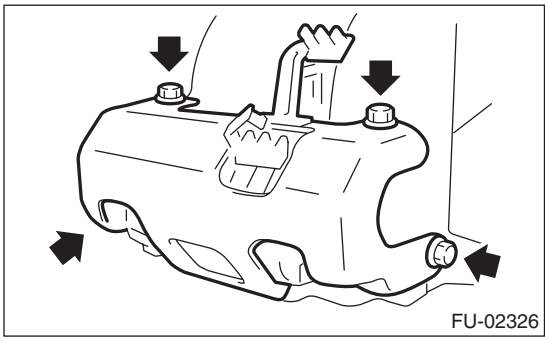


(A) O-ring
(B) O-ring
(C) Fuel injector
(D) O-ring

Tightening torque:
19 N·m (1.9 kgf-m, 14.0 ft-lb)



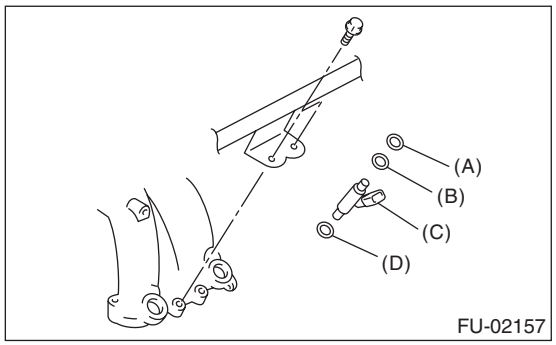
Tightening torque:
19 N·m (1.9 kgf-m, 14.0 ft-lb)



2. LH SIDE

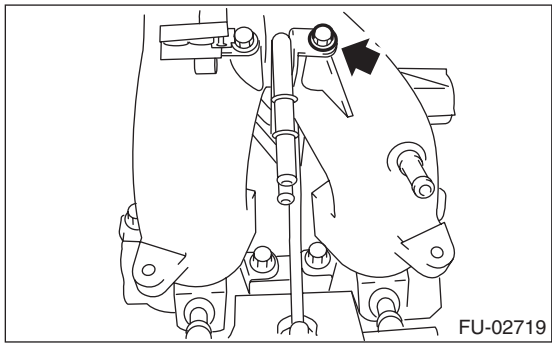
Install in the reverse order of removal.

NOTE:
Use new O-rings.

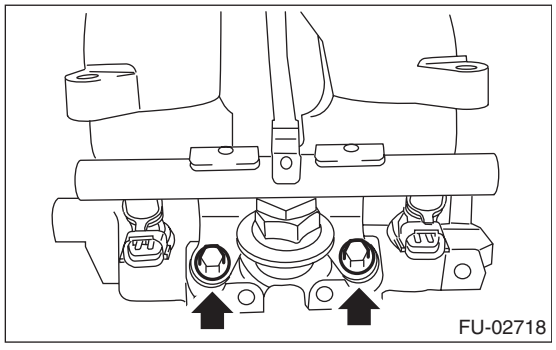


(A) O-ring
(B) O-ring
(C) Fuel injector
(D) O-ring

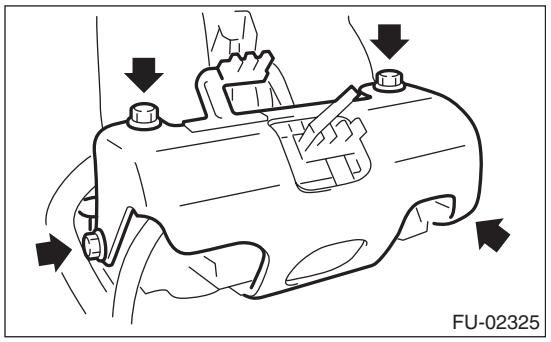
Tightening torque:
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



Tightening torque:
19 N·m (1.9 kgf-m, 14.0 ft-lb)



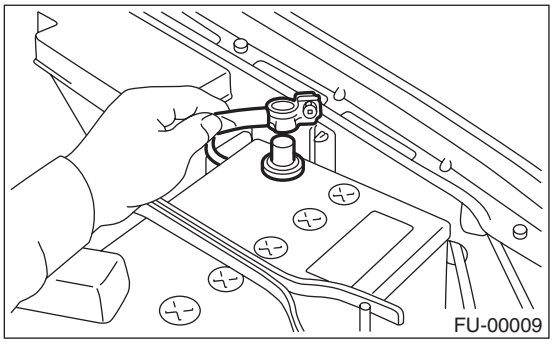
Tightening torque:
19 N·m (1.9 kgf-m, 14.0 ft-lb)



13. Variable Valve Lift Diagnosis Oil Pressure Switch

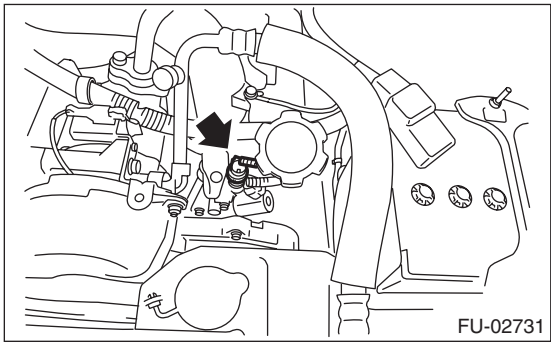
A: REMOVAL

1) Disconnect the ground cable from the battery.

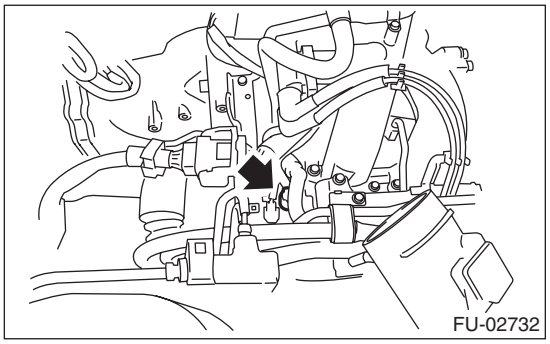


2) Remove the air intake chamber. <Ref. to IN(H4SO)-6, REMOVAL, Air Intake Chamber.>
3) Remove the engine harness connector from the bracket.
4) Disconnect the connector from the variable valve lift diagnosis oil pressure switch.
5) Remove the variable valve lift diagnosis oil pressure switch.

- LH side



- RH side



B: INSTALLATION

Install in the reverse order of removal.

NOTE:
Apply liquid gasket to the variable valve lift diagnosis oil pressure switch threads.

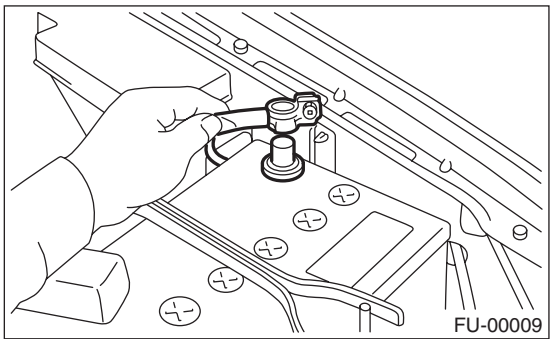
Liquid gasket:
THREE BOND 1324 (Part No. 004403042) or equivalent

Tightening torque:
17 N·m (1.7 kgf-m, 12.5 ft-lb)

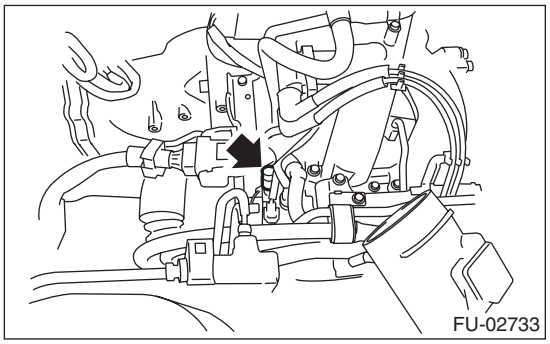
14.Oil Temperature Sensor

A: REMOVAL

1) Disconnect the ground cable from the battery.



2) Remove the air intake chamber. <Ref. to IN(H4SO)-6, REMOVAL, Air Intake Chamber.>
3) Remove the engine harness connector from the bracket.
4) Disconnect the connector from engine oil temperature sensor.
5) Remove the oil temperature sensor.



B: INSTALLATION

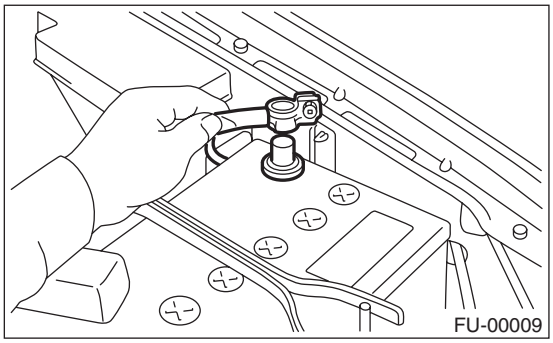
Install in the reverse order of removal.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)

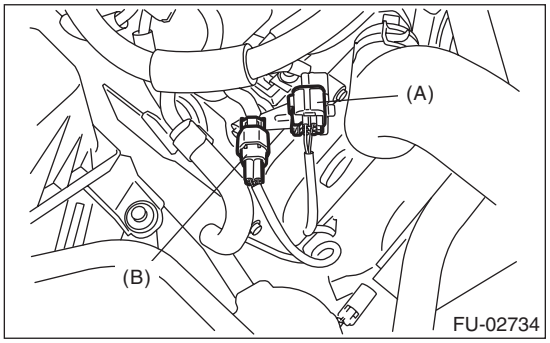
15.Front Oxygen (A/F) Sensor

A: REMOVAL

1) Set the vehicle on a lift.
2) Disconnect the ground cable from the battery.



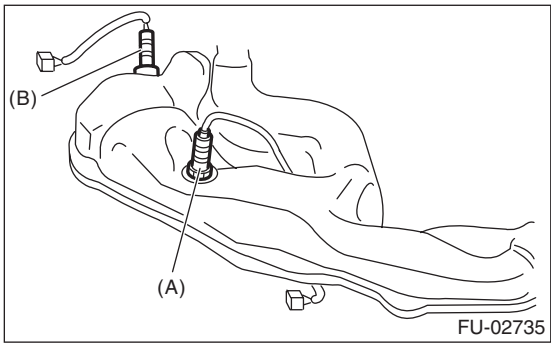
3) Remove the clip fastening the harness and disconnect the front oxygen (A/F) sensor connector.



(A) Front oxygen (A/F) sensor connector
(B) Rear oxygen sensor connector

4) Lift up the vehicle.
5) Remove the under cover.
6) Apply spray-type lubricant to the threaded portion of front oxygen (A/F) sensor, and leave it for one minute or more.
7) Remove the front oxygen (A/F) sensor.

CAUTION:
When removing the front oxygen (A/F) sensor, wait until exhaust pipe cools, because it can damage the exhaust pipe.



(A) Front oxygen (A/F) sensor
(B) Rear oxygen sensor

B: INSTALLATION

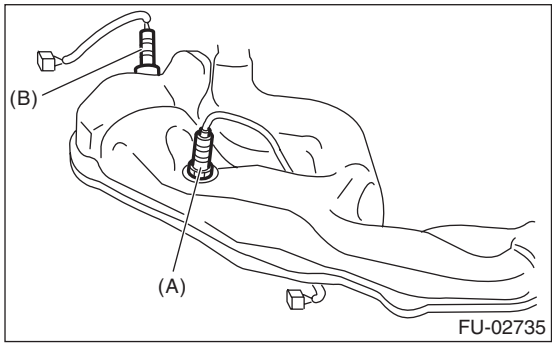
1) Before installing front oxygen (A/F) sensor, apply the anti-seize compound only to the threaded portion of front oxygen (A/F) sensor. This facilitates the next removal.

CAUTION:
Never apply anti-seize compound to the protector of front oxygen (A/F) sensor.

Anti-seize compound:
NEVER-SEEZ NSN, JET LUBE SS-30 or the equivalent

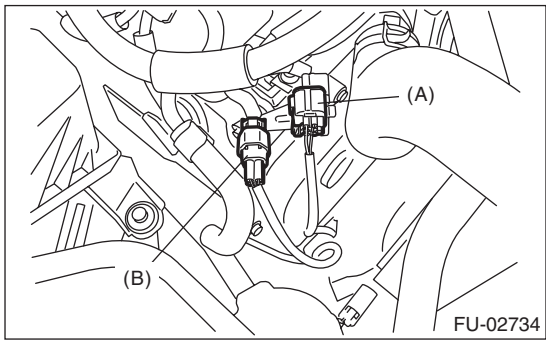
2) Install the front oxygen (A/F) sensor.

Tightening torque:
21 N·m (2.1 kgf-m, 15.5 ft-lb)



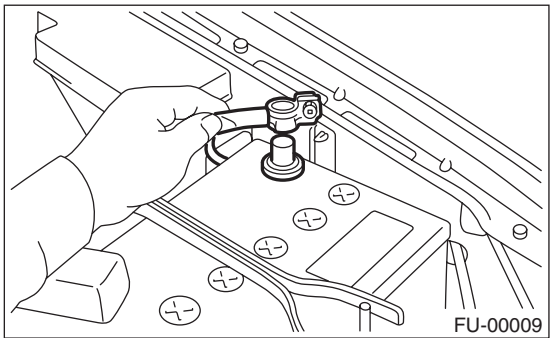
(A) Front oxygen (A/F) sensor
(B) Rear oxygen sensor

3) Install the under cover.
4) Lower the vehicle.
5) Connect the connector of front oxygen (A/F) sensor connector and fasten the harness with clips.



(A) Front oxygen (A/F) sensor connector
(B) Rear oxygen sensor connector

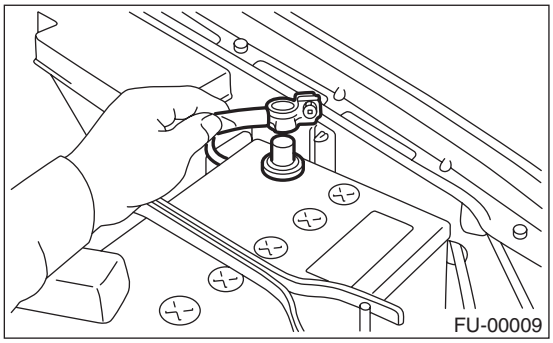
6) Connect the ground cable to the battery.



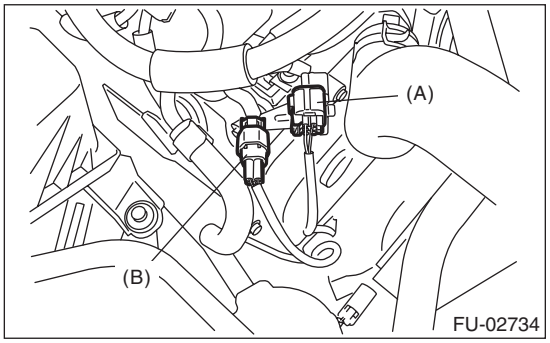
16.Rear Oxygen Sensor

A: REMOVAL

1) Set the vehicle on a lift.
2) Disconnect the ground cable from the battery.



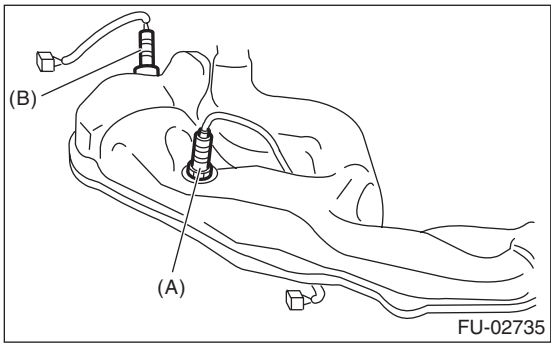
3) Remove the clip fastening the harness and disconnect the rear oxygen sensor connector.



(A) Front oxygen (A/F) sensor connector
(B) Rear oxygen sensor connector

4) Lift up the vehicle.
5) Remove the under cover.
6) Apply spray-type lubricant to the threaded portion of rear oxygen sensor, and leave it for one minute or more.
7) Remove the rear oxygen sensor.

CAUTION:
When removing the rear oxygen sensor, wait until exhaust pipe cools, because it can damage the exhaust pipe.



(A) Front oxygen (A/F) sensor
(B) Rear oxygen sensor

B: INSTALLATION

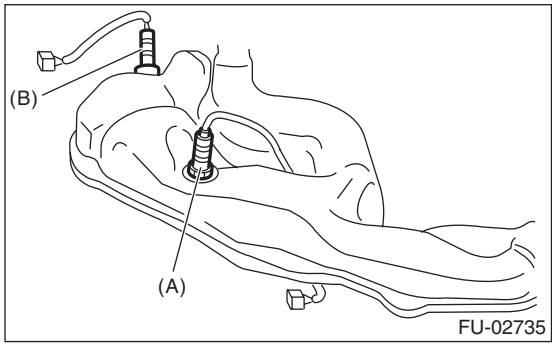
1) Before installing rear oxygen sensor, apply the anti-seize compound only to the threaded portion of rear oxygen sensor. This facilitates the next removal.

CAUTION:
Never apply anti-seize compound to the protector of rear oxygen sensor.

Anti-seize compound:
NEVER-SEEZ NSN, JET LUBE SS-30 or the equivalent

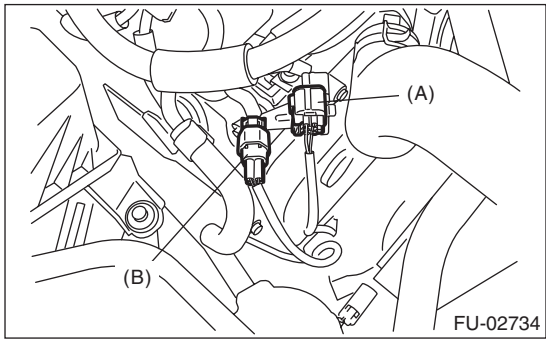
2) Install the rear oxygen sensor.

Tightening torque:
21 N·m (2.1 kgf-m, 15.5 ft-lb)



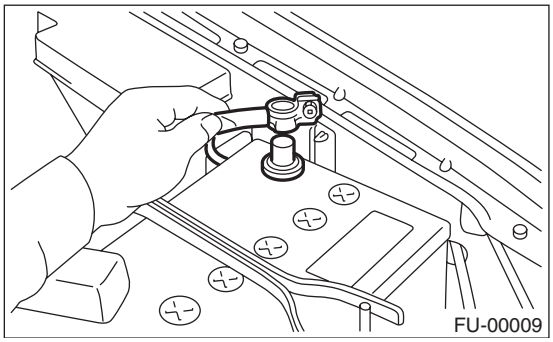
(A) Front oxygen (A/F) sensor
(B) Rear oxygen sensor

3) Install the under cover.
4) Lower the vehicle.
5) Connect the connector to rear oxygen sensor and mount the harness clips to the bracket for fastening.



(A) Front oxygen (A/F) sensor connector
(B) Rear oxygen sensor connector

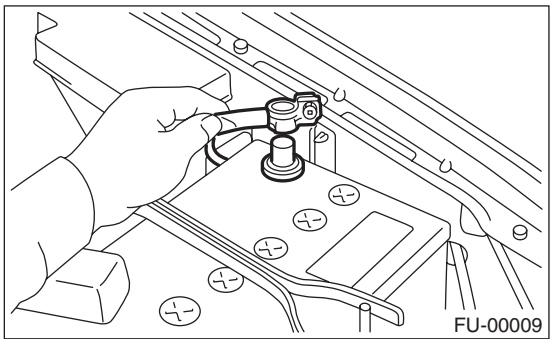
6) Connect the ground cable to the battery.



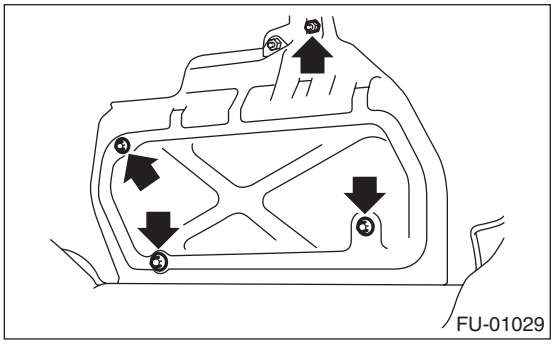
17.Engine Control Module (ECM)

A: REMOVAL

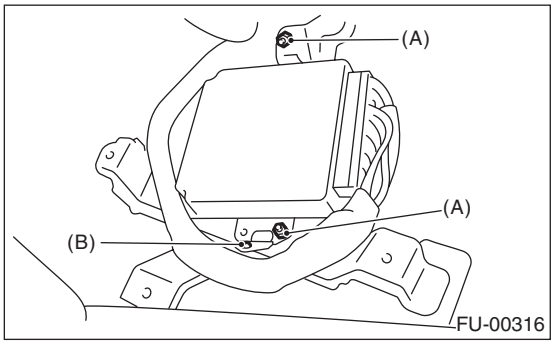
1) Disconnect the ground cable from the battery.



2) Remove the lower inner trim of passenger's side.
<Ref. to EI-42, REMOVAL, Lower Inner Trim.>
3) Detach the floor mat of passenger's seat.
4) Remove the protect cover.



5) Remove the nuts (A) which hold ECM to bracket.
6) Remove the clip (B) from bracket.



7) Disconnect the ECM connectors, and take out the ECM.

B: INSTALLATION

Install in the reverse order of removal.

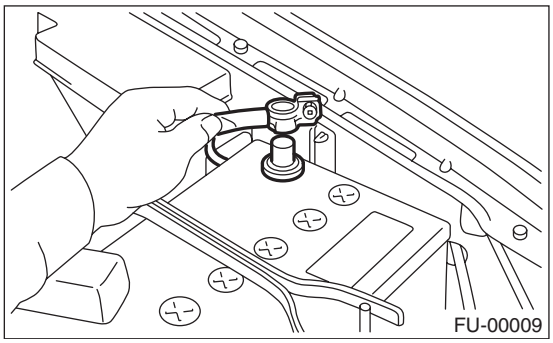
NOTE:
• When replacing the ECM, be careful not to use the ECM for wrong specifications to avoid any damage to fuel injection system.
• When replacing the ECM, be careful not to damage the harnesses and connectors.

Tightening torque:
7.5 N·m (0.76 kgf-m, 5.5 ft-lb)

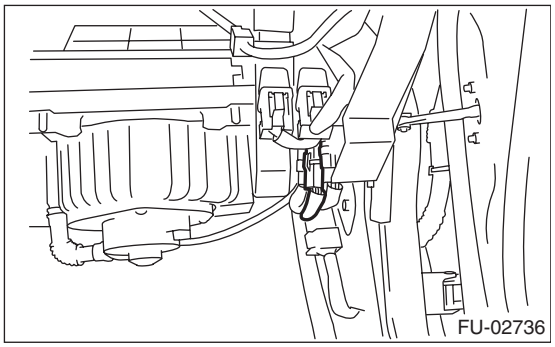
18.Main Relay

A: REMOVAL

1) Disconnect the ground cable from the battery.



2) Remove the glove box. <Ref. to EI-35, REMOVAL, Glove Box.>
3) Remove the passenger's side front side sill cover.
4) Disconnect the connectors from main relay.



5) Remove the main relay from the mounting bracket.

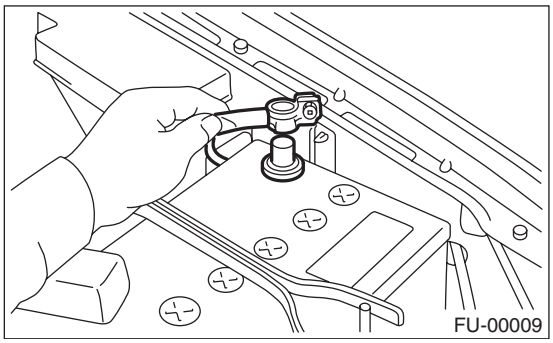
B: INSTALLATION

Install in the reverse order of removal.

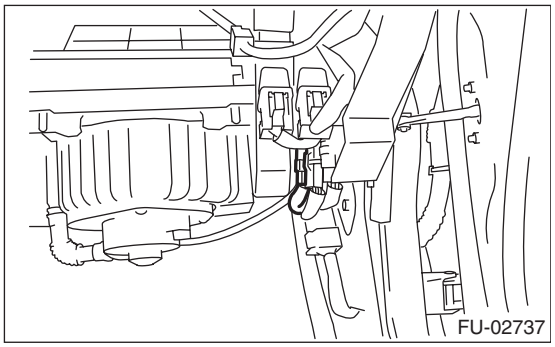
19.Fuel Pump Relay

A: REMOVAL

1) Disconnect the ground cable from the battery.



2) Remove the glove box. <Ref. to EI-35, REMOVAL, Glove Box.>
3) Remove the passenger's side front side sill cover.
4) Disconnect the connector from fuel pump relay.



5) Remove the fuel pump relay from the mounting bracket.

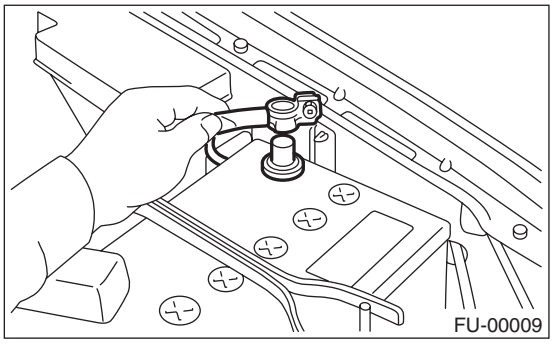
B: INSTALLATION

Install in the reverse order of removal.

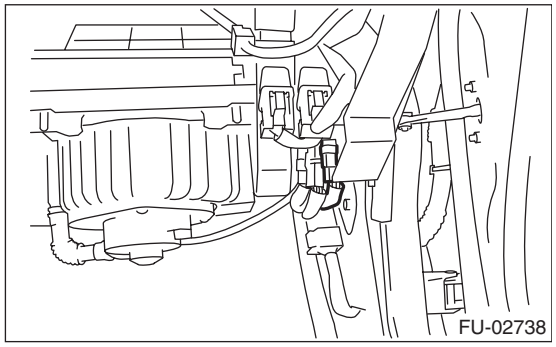
20. Electronic Throttle Control Relay

A: REMOVAL

1) Disconnect the ground cable from the battery.



2) Remove the glove box. <Ref. to EI-35, REMOVAL, Glove Box.>
3) Remove the passenger's side front side sill cover.
4) Disconnect the connector from electronic throttle control relay.



5) Remove the electronic throttle control relay from the mounting bracket.

B: INSTALLATION

Install in the reverse order of removal.

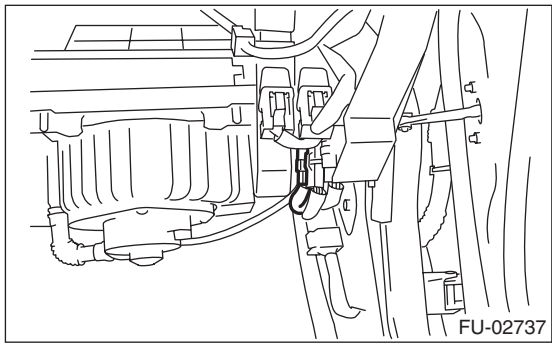
21.Fuel

A: PROCEDURE

1. RELEASING OF FUEL PRESSURE

WARNING:
Place “NO FIRE” signs near the working area.

CAUTION:
Be careful not to spill fuel.
1) Disconnect the connector from fuel pump relay.

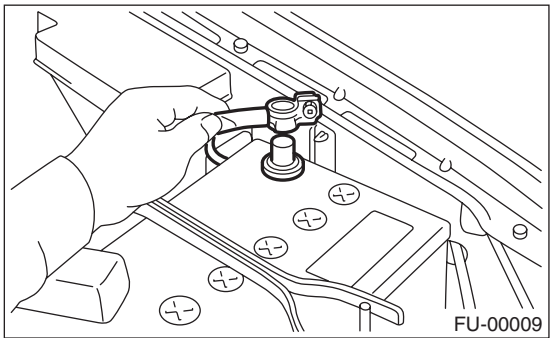


2) Start the engine and run it until it stalls.
3) After the engine stalls, crank it for five seconds.
4) Turn the ignition switch to OFF.

2. DRAINING FUEL

WARNING:
Place “NO FIRE” signs near the working area.

CAUTION:
Be careful not to spill fuel.
1) Release the fuel pressure. <Ref. to FU(H4SO)-45, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
2) Disconnect the ground cable from the battery.



3) Remove the fuel pump. <Ref. to FU(H4SO)-53, REMOVAL, Fuel Pump.>
4) Drain fuel from the fuel pump attachment section using pump, etc.

CAUTION:
Be sure to use an anti-gasoline pump.
5) Install the fuel pump. <Ref. to FU(H4SO)-53, INSTALLATION, Fuel Pump.>

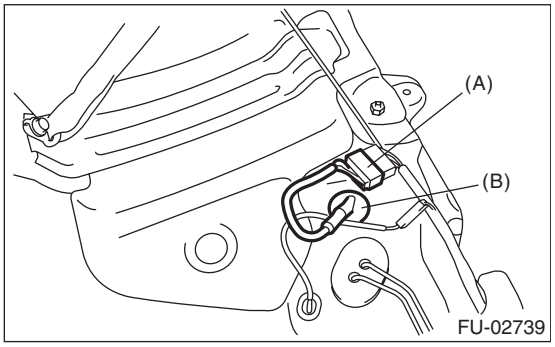
22.Fuel Tank

A: REMOVAL

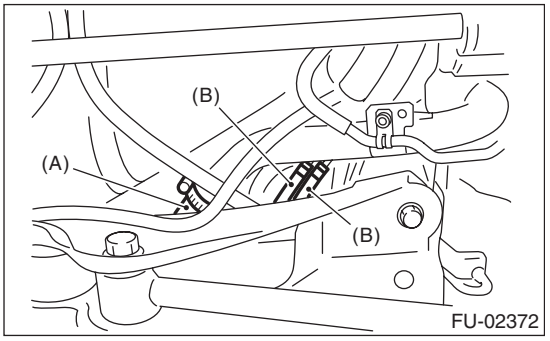
WARNING:
Place “NO FIRE” signs near the working area.

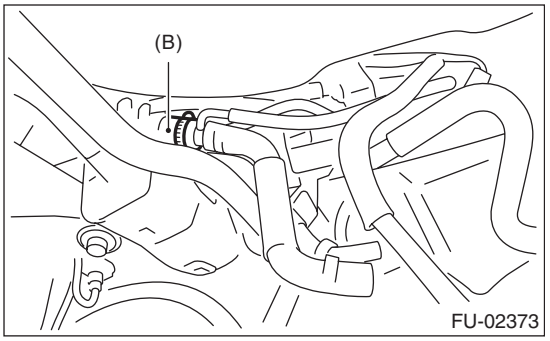
CAUTION:
Be careful not to spill fuel.

1) Set the vehicle on a lift.
2) Release the fuel pressure.
<Ref. to FU(H4SO)-45, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
3) Drain fuel from fuel tank.
<Ref. to FU(H4SO)-45, DRAINING FUEL, PROCEDURE, Fuel.>
4) Remove the rear seat.
5) Disconnect the connector (A) between the fuel tank cord and the rear harness.
6) Push the grommet (B) which holds the fuel tank cord on the floor panel into under the body.

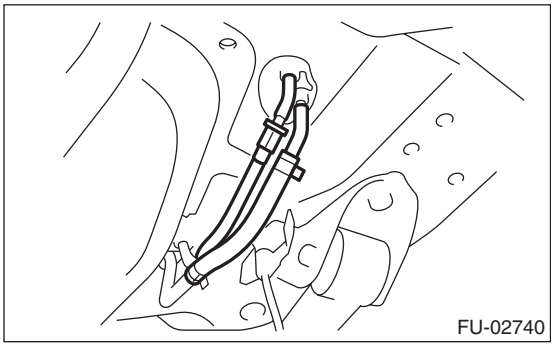


7) Remove the rear crossmember. <Ref. to RS-17, REMOVAL, Rear Crossmember.>
8) Remove the canisters. <Ref. to EC(H4SO)-6, REMOVAL, Canister.>
9) Disconnect the connector from the pressure control solenoid valve.
10) Loosen the clamp and disconnect the fuel filler hose (A) and evaporation hose (B) from the fuel filler pipe.



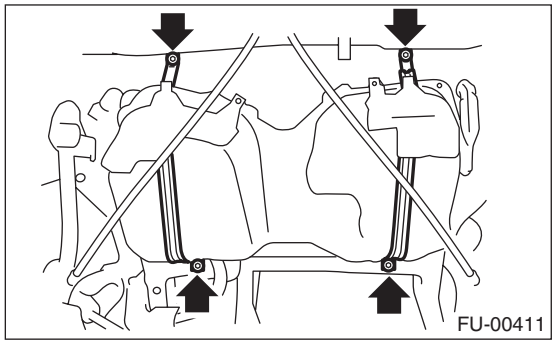


11) Move the retainer for fuel delivery tube, and disconnect the quick connector. <Ref. to FU(H4SO)-60, REMOVAL, Fuel Delivery and Evaporation Lines.>
12) Move the clips, and disconnect the fuel hose.



13) Support the fuel tank with transmission jack, remove the bolts from bands and dismount the fuel tank from the vehicle.

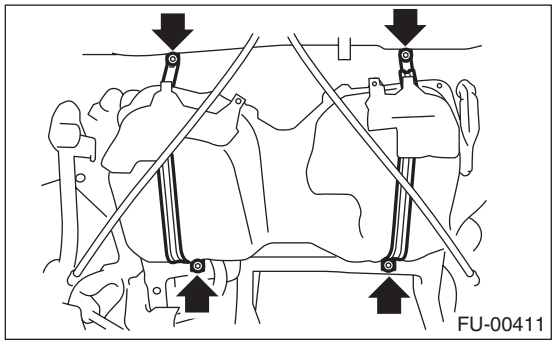
WARNING:
- **A helper is required to perform this work.**
- **Fuel may remain in the fuel tank. Be careful not to lose balance and drop the fuel tank when removing it, as this remaining fuel may offset the weight balance of the tank.**



B: INSTALLATION

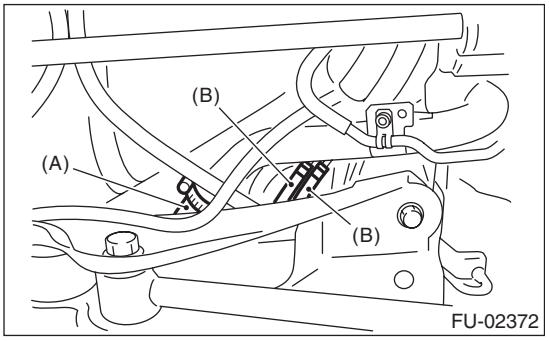
1) Support the fuel tank with transmission jack and push the fuel tank harness into access hole along with the grommet.
2) Set the fuel tank and temporarily tighten the bolts of fuel tank bands.

WARNING:
A helper is required to perform this work.

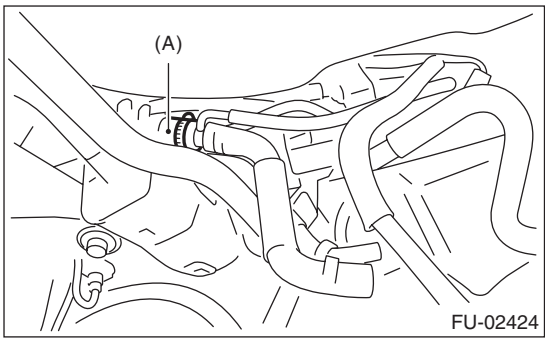


3) Insert the fuel filler hose (A) approx. 35 to 40 mm (1.38 to 1.57 in) over the lower end of fuel filler pipe and tighten the clamp.

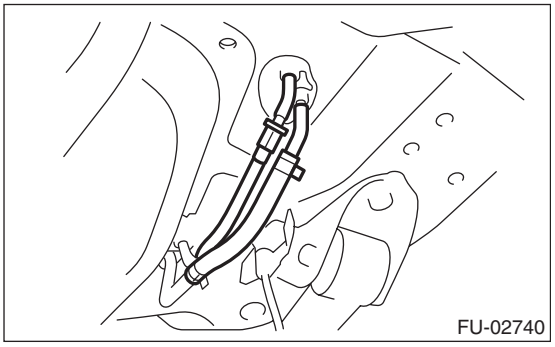
4) Insert the evaporation hose (B) into the lower end of evaporation pipe, and secure the clamps and clips.



CAUTION:
Do not allow clips to touch hose (A) and rear suspension crossmember.



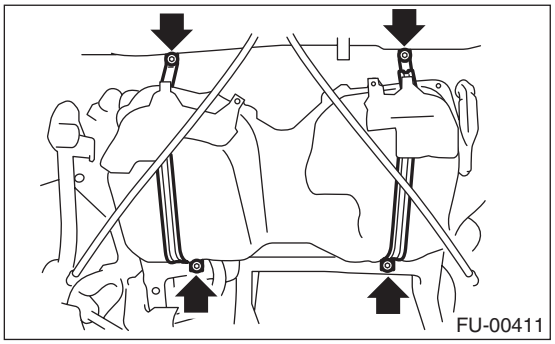
5) Connect the fuel hoses, and hold them with clips and quick connector. <Ref. to FU(H4SO)-60, REMOVAL, Fuel Delivery and Evaporation Lines.>



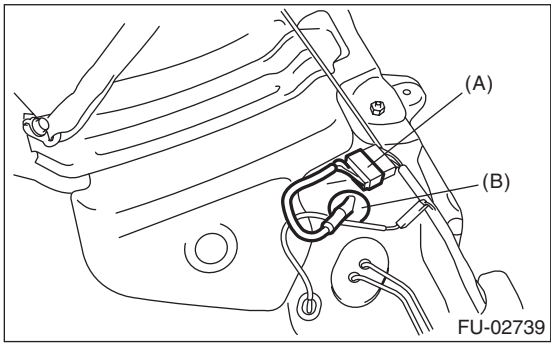
6) Connect the connector to pressure control solenoid valve.
7) Install the canister. <Ref. to EC(H4SO)-6, INSTALLATION, Canister.>

8) Tighten the band mounting bolts.

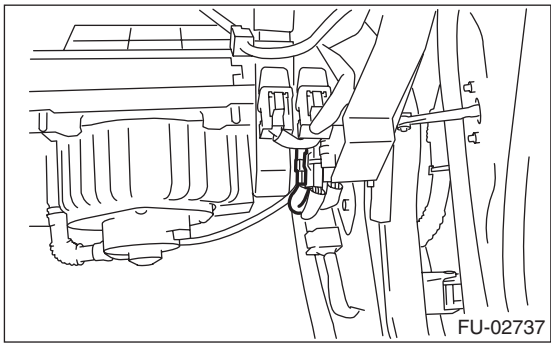
Tightening torque:
33 N·m (3.4 kgf-m, 24.3 ft-lb)



9) Install the rear crossmember. <Ref. to RS-17, INSTALLATION, Rear Crossmember.>
10) Connect the connector (A) to the fuel tank cord and plug the service hole with grommet (B).



11) Set the rear seat and floor mats.
12) Connect the connector to fuel pump relay.



C: INSPECTION

1) Check that there are no cracks, holes or other damage to the fuel tank.
2) Check that the fuel pipe and fuel hose are not cracked and those connections are tight.

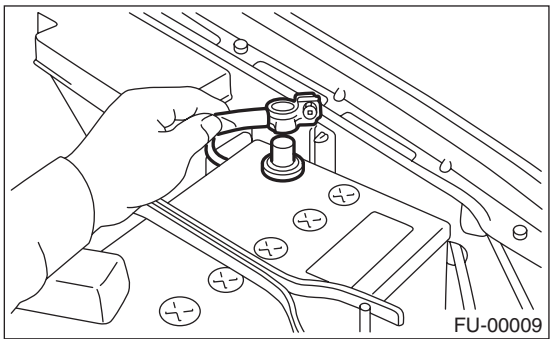
23.Fuel Filler Pipe

A: REMOVAL

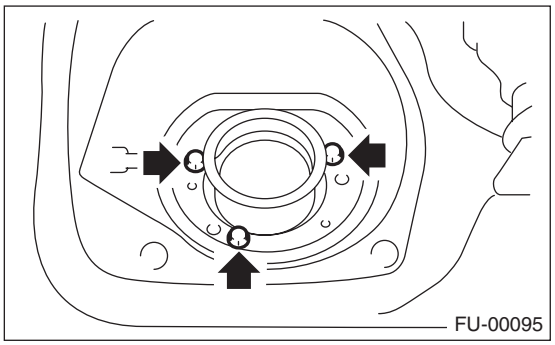
WARNING:
Place "NO FIRE" signs near the working area.

CAUTION:
Be careful not to spill fuel.

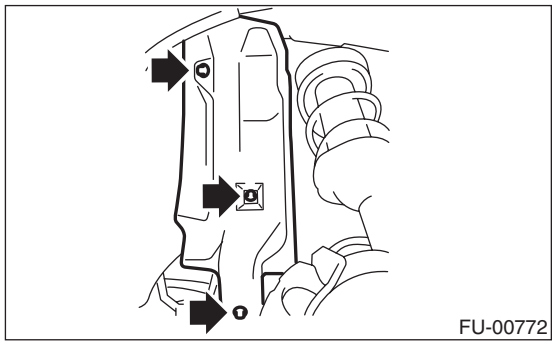
1) Set the vehicle on a lift.
2) Disconnect the ground cable from the battery.



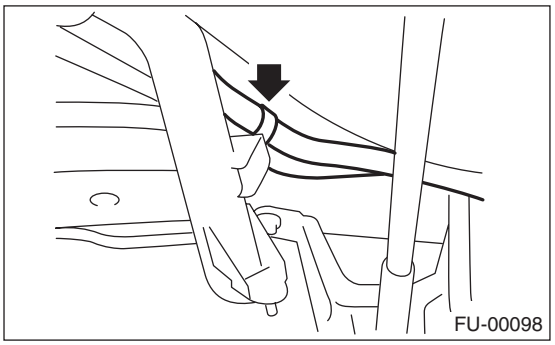
3) Open the fuel filler flap lid, and remove the filler cap.
4) Remove the screws which secure packing.



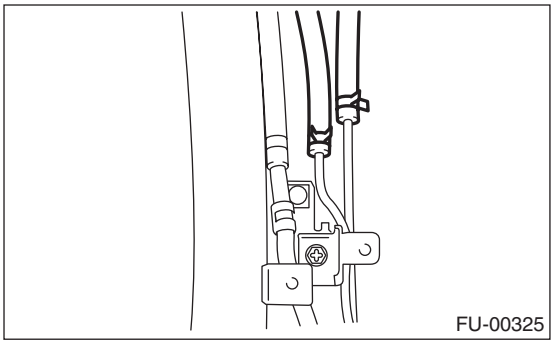
5) Remove the rear wheel RH.
6) Lift up the vehicle.
7) Drain fuel from fuel tank.
<Ref. to FU(H4SO)-45, DRAINING FUEL, PROCEDURE, Fuel.>
8) Remove the fuel filler pipe protector.



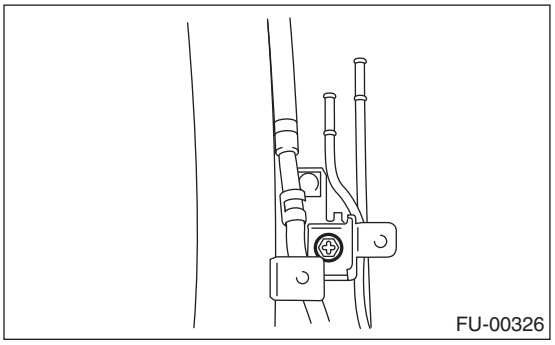
9) Disconnect the evaporation hose from the clip of fuel filler pipe.



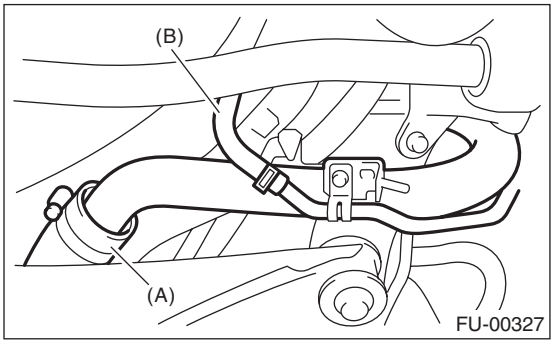
10) Disconnect the evaporation hose from fuel pipe.



11) Remove the bolts which hold fuel filler pipe bracket on the body.

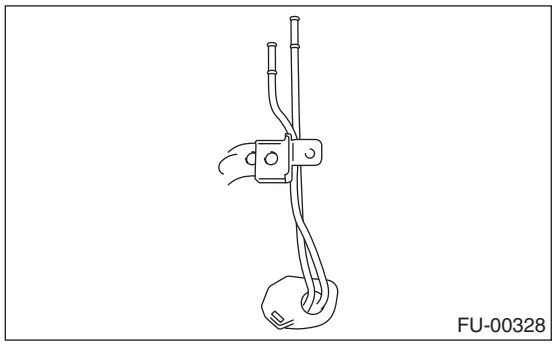


12) Loosen the clamp and separate the fuel filler hose (A) from the fuel filler pipe.
13) Move the clip and disconnect the evaporation hose (B).



14) Remove the fuel filler pipe to the underside of the vehicle.

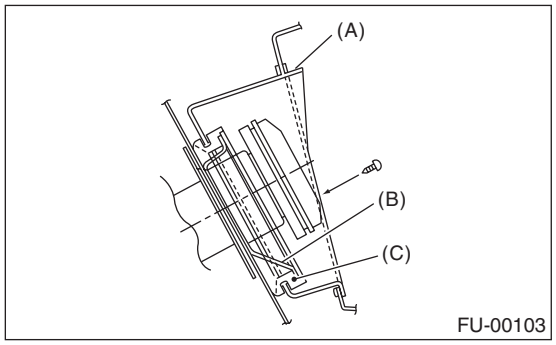
15) Remove the evaporation pipe together with clip from the body.



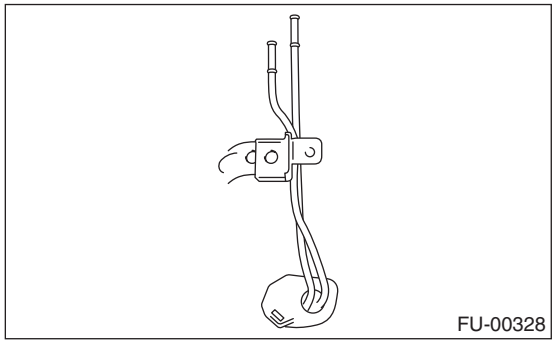
B: INSTALLATION

1) Open the fuel filler flap lid.
2) Set the fuel saucer (A) with rubber packing (C), and insert the fuel filler pipe into hole from the inner side of apron.
3) Align the holes in fuel filler pipe neck and set the cup (B), and tighten the screws.

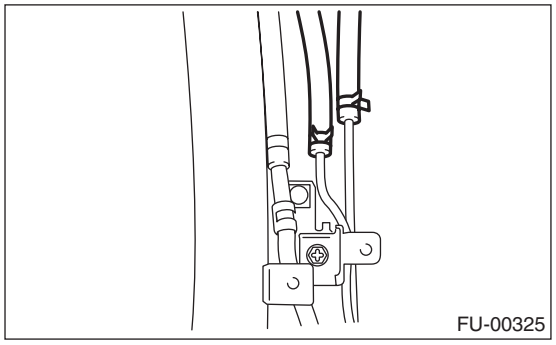
NOTE:
If the edges of rubber packing are folded toward the inside, straighten it with a flat tip screwdriver.



4) Install the evaporation pipe.

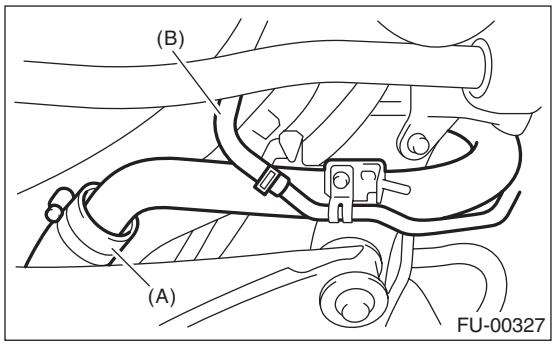


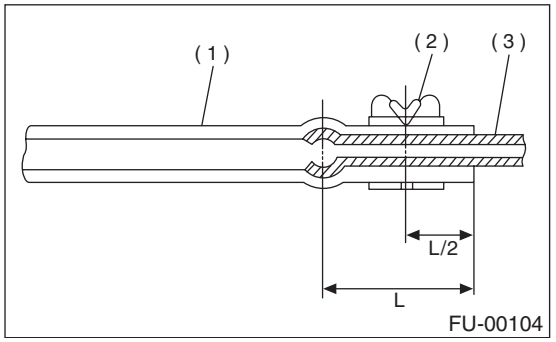
5) Connect the evaporation hose to the fuel pipe.



6) Connect the fuel filler hose (A) to the pipe with an overlap of 35 to 40 mm (1.38 to 1.57 in).
7) Connect the evaporation hose (B) to the pipe with an overlap of 25 to 30 mm (0.98 to 1.18 in).

CAUTION:
Do not allow clips to touch evaporation hose (B) and rear suspension crossmember.

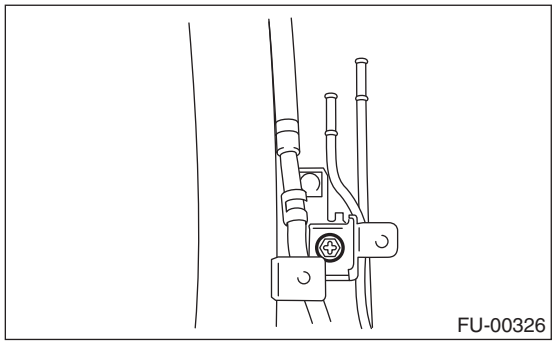




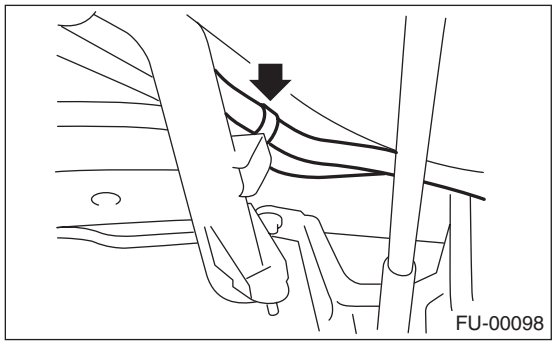
(1) Hose
(2) Clip
(3) Pipe

8) Tighten the bolts which hold fuel filler pipe bracket on the body.

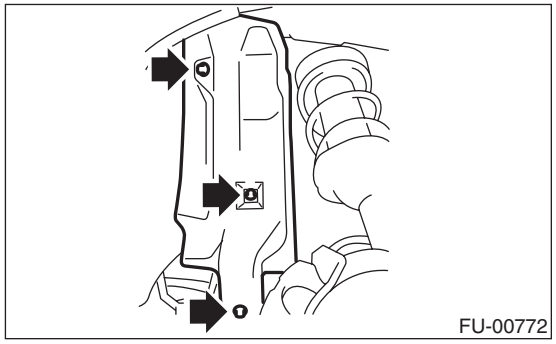
Tightening torque:
7.5 N·m (0.76 kgf-m, 5.5 ft-lb)



9) Fasten the evaporation hoses to the clip of fuel filler pipe.



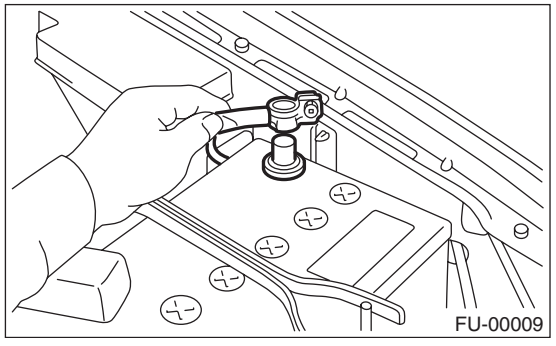
10) Install the fuel filler pipe protector.



11) Lower the vehicle.
12) Install the rear wheel RH.

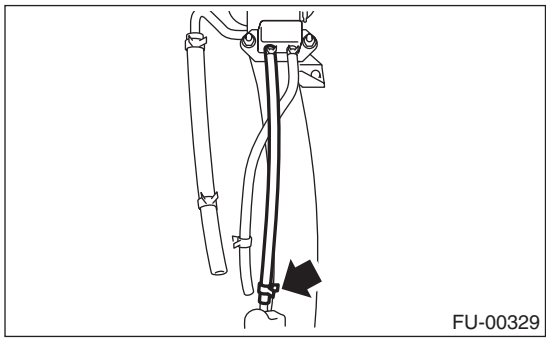
Tightening torque:
100 N·m (10.2 kgf-m, 73.8 ft-lb)

13) Connect the ground cable to the battery.

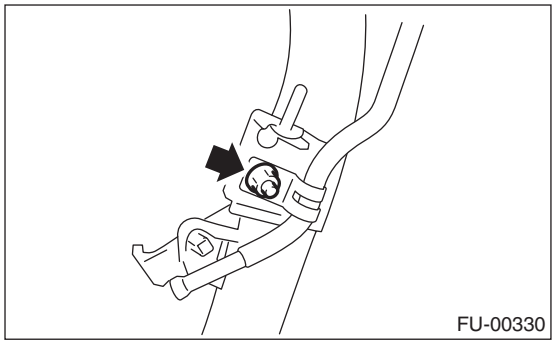


C: DISASSEMBLY

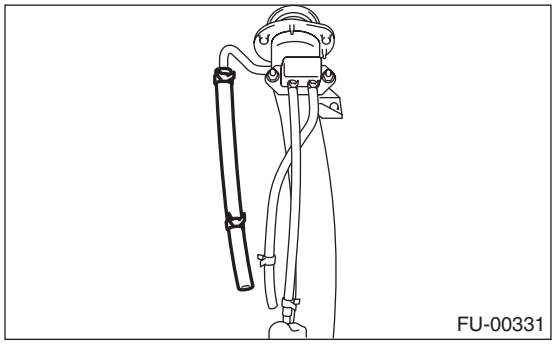
1) Move the clamp and disconnect the evaporation hose from the joint pipe.



2) Remove the bolts which install the joint pipe to the fuel filler pipe.



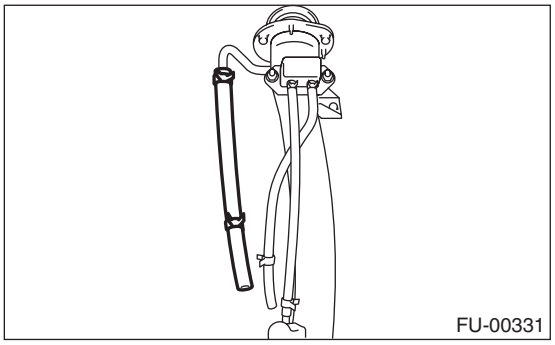
3) Disconnect the evaporation hose from fuel filler pipe.



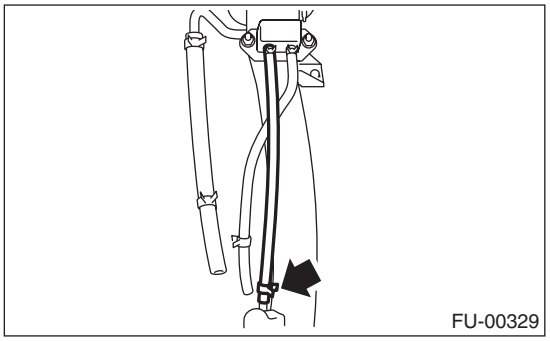
4) Remove the shut valve from the fuel filler pipe. <Ref. to EC(H4SO)-15, REMOVAL, Shut Valve.>

D: ASSEMBLY

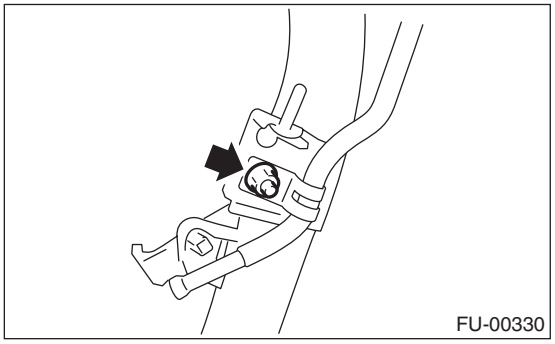
1) Install the shut pipe to the fuel filler pipe. <Ref. to EC(H4SO)-15, INSTALLATION, Shut Valve.>
2) Connect the evaporation hose to the fuel filler pipe.



3) Connect the evaporation hose to the evaporation pipe.



4) Install the evaporation pipe to the fuel filler pipe.



E: INSPECTION

1) Check that there are no cracks, holes or other damage to the fuel filler pipe.
2) Check that the fuel hose is not cracked and the connection is tight.

24.Fuel Pump

A: REMOVAL

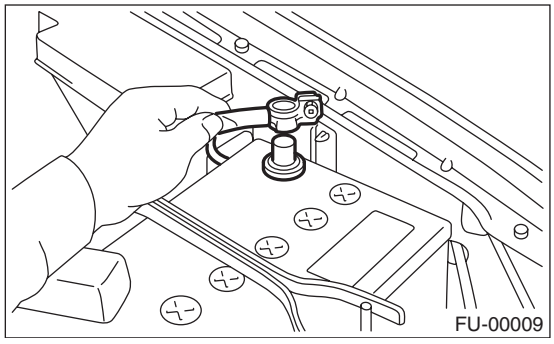
WARNING:
Place "NO FIRE" signs near the working area.

CAUTION:
Be careful not to spill fuel.

NOTE:
Fuel pump assembly consists of fuel pump, fuel filter and fuel level sensor.

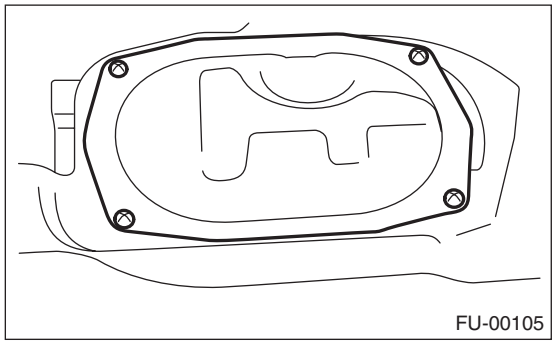
1) Release the fuel pressure.
<Ref. to FU(H4SO)-45, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Disconnect the ground cable from the battery.

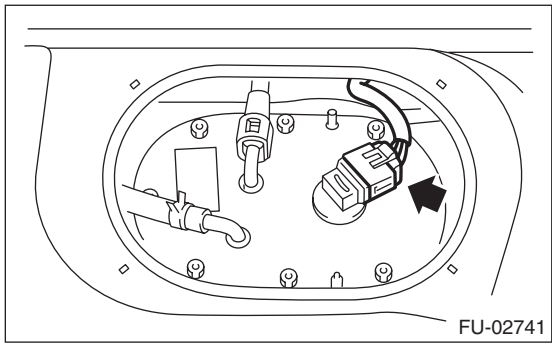

FU-00009

3) Remove the luggage floor mat. <Ref. to EI-48, REMOVAL, Luggage Floor Mat.>

4) Remove the service hole cover.

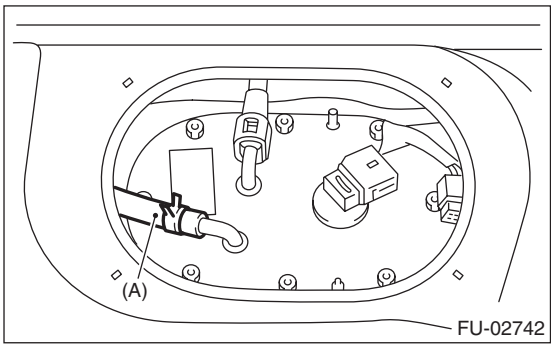

FU-00105

5) Disconnect the connector from fuel pump.


FU-02741

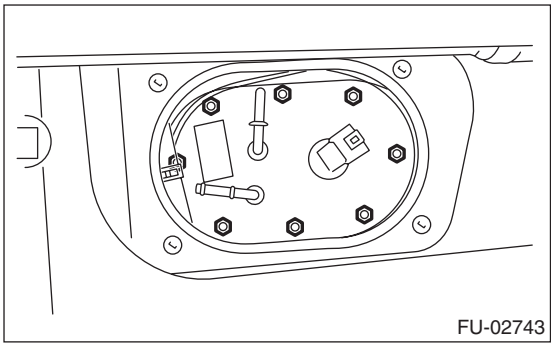
6) Disconnect the quick connector, then disconnect the fuel delivery hose. <Ref. to FU(H4SO)-60, REMOVAL, Fuel Delivery and Evaporation Lines.>

7) Move the clips, and disconnect the jet pump hose (A).



FU-02742

8) Remove the nuts which install fuel pump assembly onto fuel tank.


FU-02743

9) Remove the fuel pump assembly from the fuel tank.

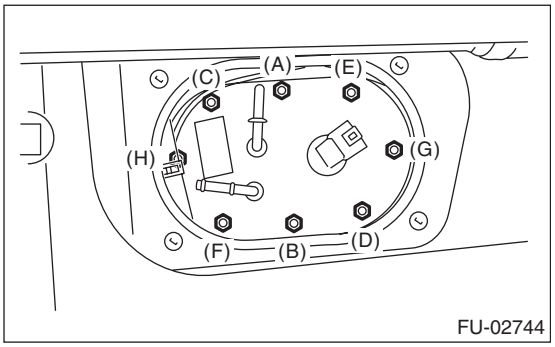
B: INSTALLATION

Install in the reverse order of removal while being careful of the following.

- Make sure the sealing portion is free from fuel or foreign matter before installation.
- Tighten the nuts in alphabetical sequence as shown in the figure to the specified torque.

NOTE:
Use a new gasket and retainer.

Tightening torque:
4.4 N·m (0.45 kgf-m, 3.3 ft-lb)

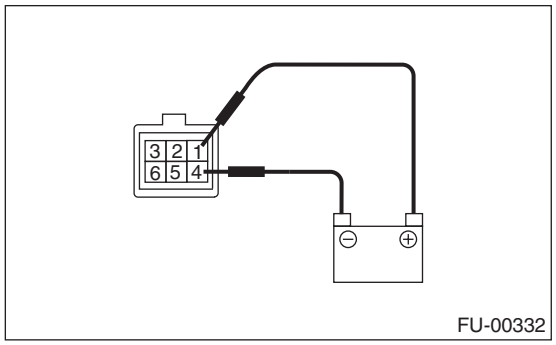


FU-02744

C: INSPECTION

Connect the lead harness to the connector terminal of fuel pump, and apply the battery power supply to check whether the pump operates.

CAUTION:
- **Wipe off fuel completely.**
- **Keep the battery as far apart from fuel pump as possible.**
- **Be sure to turn the battery supply ON and OFF on the battery side.**
- **Do not run the fuel pump for a long time under non-load condition.**



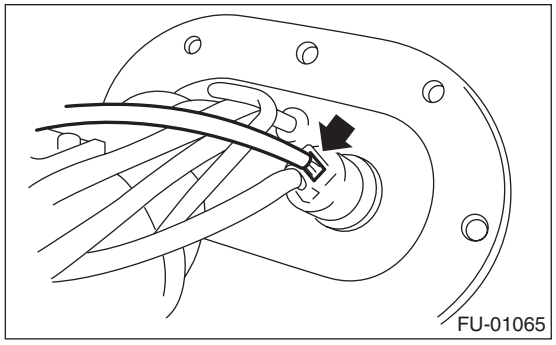
25.Fuel Level Sensor

A: REMOVAL

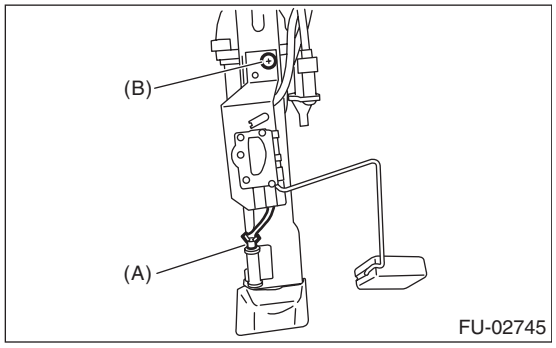
WARNING:
Place “NO FIRE” signs near the working area.

CAUTION:
Be careful not to spill fuel.

NOTE:
The fuel level sensor is built in fuel pump assembly.
1) Remove the fuel pump assembly.
<Ref. to FU(H4SO)-53, REMOVAL, Fuel Pump.>
2) Disconnect the connector from fuel pump bracket.



3) Remove the fuel temperature sensor (A).
4) Remove the bolt (B) which installs the fuel level sensor on the mounting bracket.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:
1.4 N·m (0.14 kgf-m, 1.03 ft-lb)

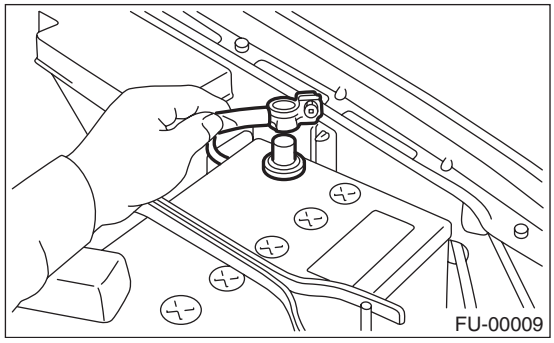
26.Fuel Sub Level Sensor

A: REMOVAL

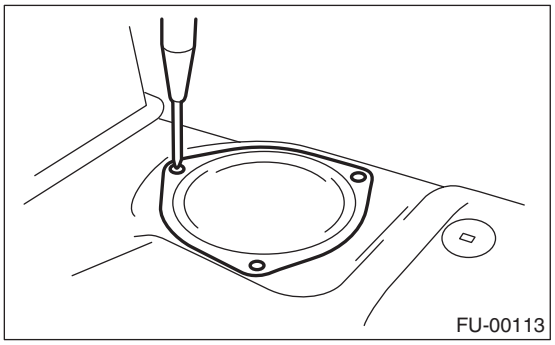
WARNING:
Place "NO FIRE" signs near the working area.

CAUTION:
Be careful not to spill fuel.

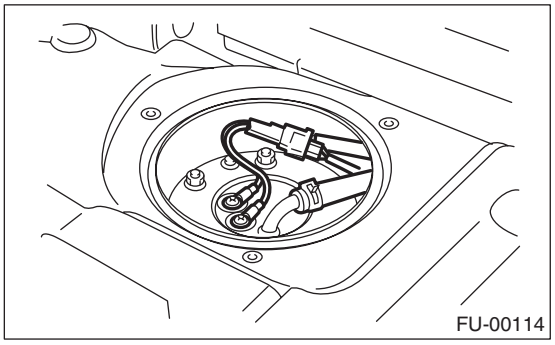
1) Disconnect the ground cable from the battery.



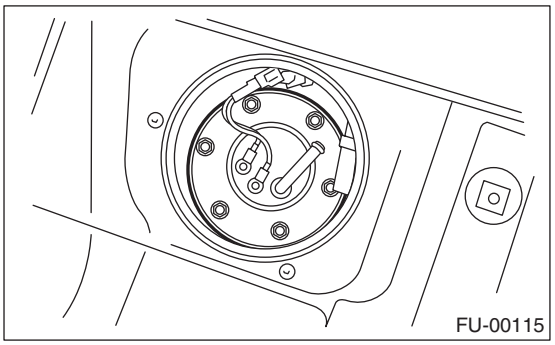
2) Remove the luggage floor mat. <Ref. to EI-48, REMOVAL, Luggage Floor Mat.>
3) Remove the service hole cover.



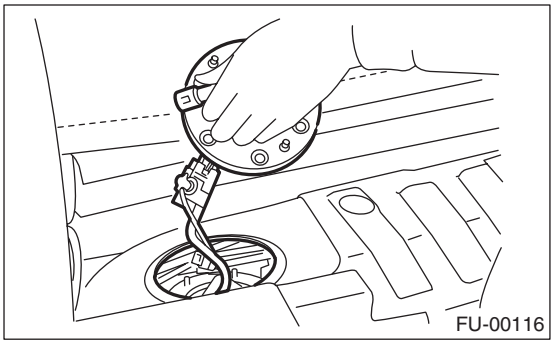
4) Disconnect the connector from the fuel sub level sensor.
5) Disconnect the fuel jet pump hose.



6) Remove the bolts which install fuel sub level sensor on fuel tank.



7) Remove the fuel sub level sensor.



B: INSTALLATION

Install in the reverse order of removal while being careful of the following.

- Make sure the sealing portion is free from fuel or foreign matter before installation.
- Tighten the bolts in the sequence shown in the figure to the specified torque.

NOTE:
Use a new gasket.

Tightening torque:
4.4 N·m (0.45 kgf-m, 3.3 ft-lb)

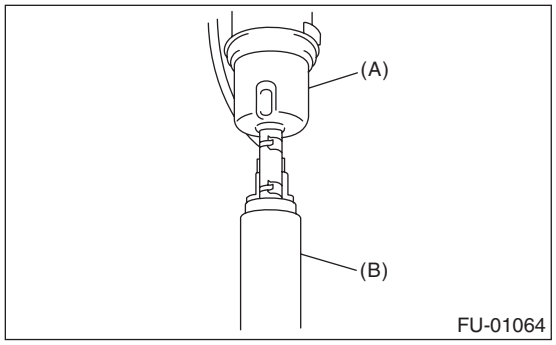
27.Fuel Filter

A: REMOVAL

WARNING:
Place “NO FIRE” signs near the working area.

CAUTION:
Be careful not to spill fuel.

NOTE:
The fuel filter is assembled in fuel pump assembly.
1) Remove the fuel pump assembly. <Ref. to FU(H4SO)-53, REMOVAL, Fuel Pump.>
2) Separate the fuel pump and fuel filter.



(A) Fuel filter
(B) Fuel pump

B: INSTALLATION

CAUTION:
If fuel hoses or clamps are damaged, replace them with new parts.
Install in the reverse order of removal.

C: INSPECTION

1) Check the inside of fuel filter for dirt and water sediment.
2) If it is clogged, or if the replacement interval has been reached, replace it.

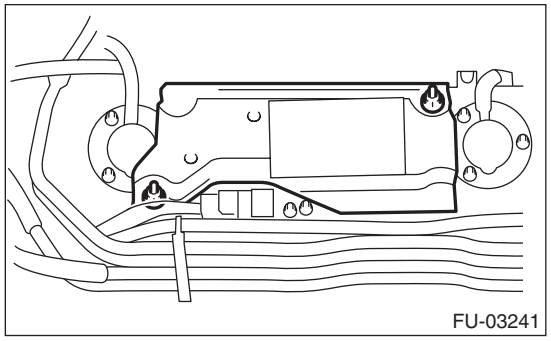
28.Fuel Cut Valve

A: REMOVAL

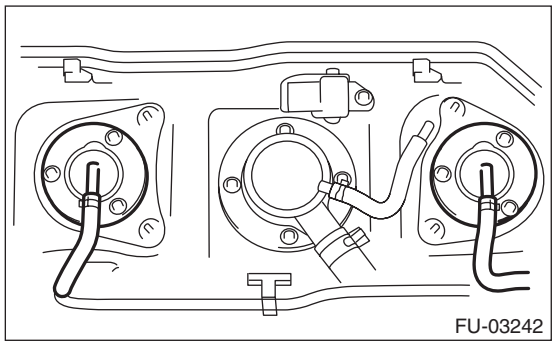
WARNING:
Place "NO FIRE" signs near the working area.

CAUTION:
Be careful not to spill fuel.

1) Remove the fuel tank.
<Ref. to FU(H4SO)-46, REMOVAL, Fuel Tank.>
2) Remove the protect cover.


FU-03241

3) Move the clip and disconnect the evaporation hose from the fuel cut valve.


FU-03242

4) Remove the bolts which install the fuel cut valve.

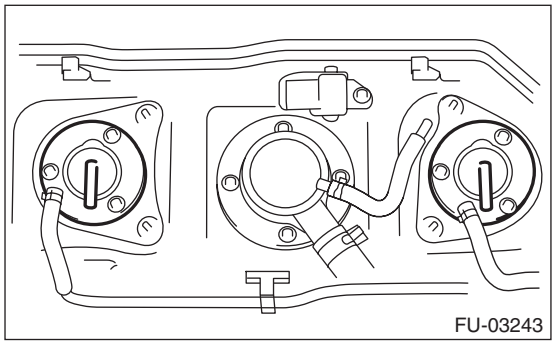
B: INSTALLATION

Install in the reverse order of removal while being careful of the following.

- Make sure the sealing portion is free from fuel or foreign matter before installation.

NOTE:
Use a new gasket.

Tightening torque:
4.4 N·m (0.45 kgf-m, 3.3 ft-lb)

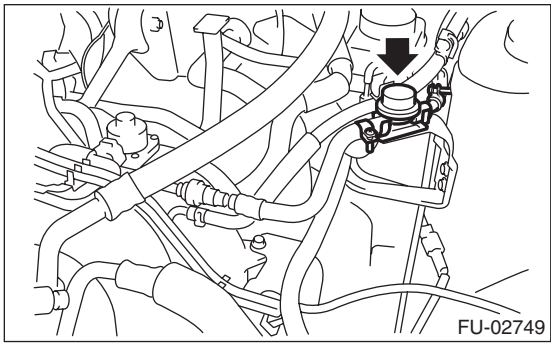

FU-03243

29.Fuel Damper Valve

A: REMOVAL

CAUTION:
- **Be careful not to spill fuel.**
- **Catch the fuel from hoses using a container or cloth.**

1) Release the fuel pressure.
<Ref. to FU(H4SO)-45, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
2) Remove the fuel damper valve from the fuel delivery line.



B: INSTALLATION

CAUTION:
If fuel hoses or clamps are damaged, replace them with new parts.
Install in the reverse order of removal.

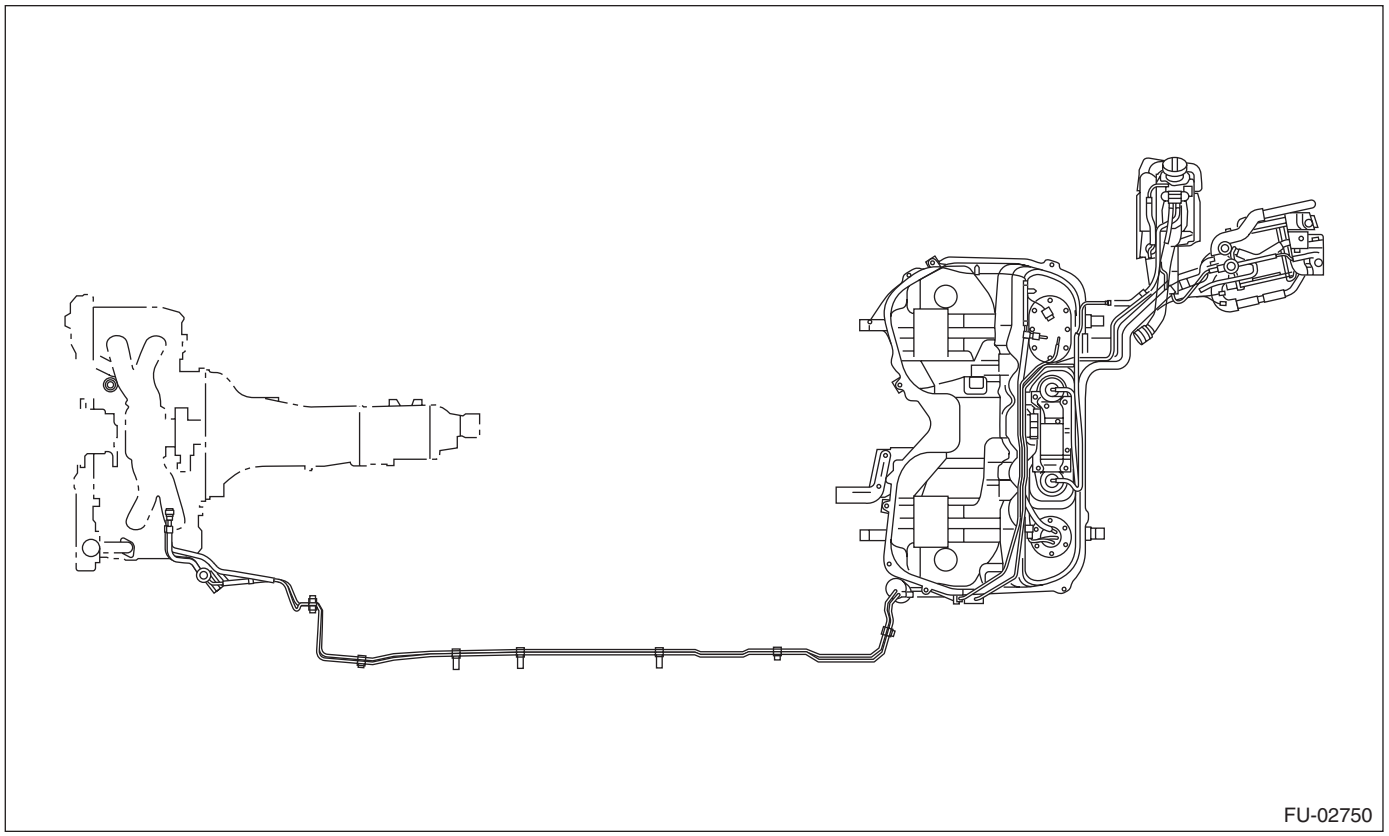
Tightening torque:
1.25 N·m (0.13 kgf-m, 0.94 ft-lb)

30.Fuel Delivery and Evaporation Lines

A: REMOVAL

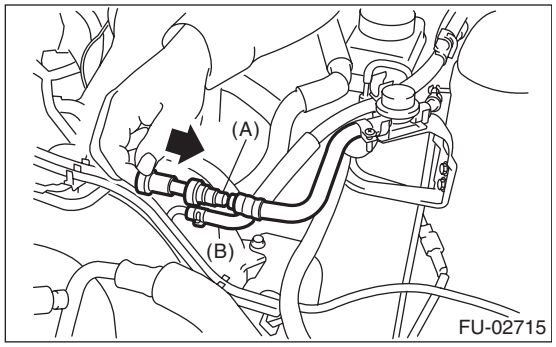
WARNING:
Place “NO FIRE” signs near the working area.

CAUTION:
Be careful not to spill fuel.
1) Set the vehicle on a lift.
2) Release the fuel pressure. <Ref. to FU(H4SO)-45, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
3) Open the fuel filler flap lid, and remove the fuel filler cap.
4) Remove the floor mat. <Ref. to EI-47, REMOVAL, Floor Mat.>
5) Disconnect the fuel delivery pipes and hoses, and then disconnect the evaporation pipes and hoses.


FU-02750

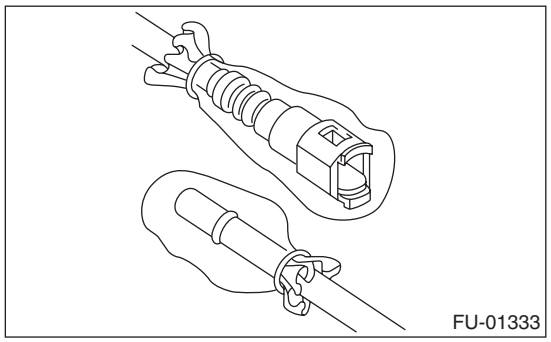
6) In the engine room, disconnect the fuel delivery hose and evaporation hose.
(1) Disconnect the quick connector on the fuel delivery line by pushing the ST in the direction of the arrow.
ST 42099AE000 CONNECTOR REMOVER
(2) Remove the clip and disconnect the evaporation hose from the pipe.

CAUTION:
• Be careful not to spill fuel.
• Catch the fuel from hoses using a container or cloth.

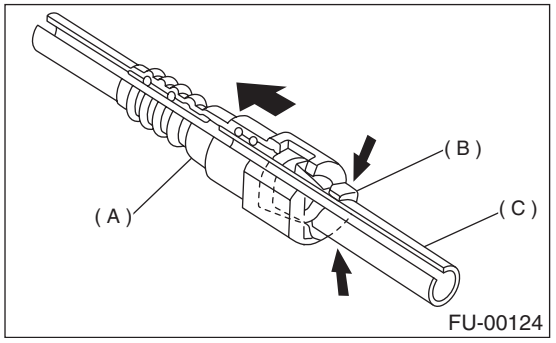


(A) Fuel delivery hose
(B) Evaporation hose

7) Lift up the vehicle.
8) Disconnect the quick connector on the fuel line.
(1) Clean the pipe and connector, if they are covered with dust.
(2) To prevent from damaging or entering foreign matter, wrap the pipes and connectors with plastic bag etc.



(3) Hold the connector (A) and push the retainer (B) down.
(4) Pull out the connector (A) from the retainer (B).

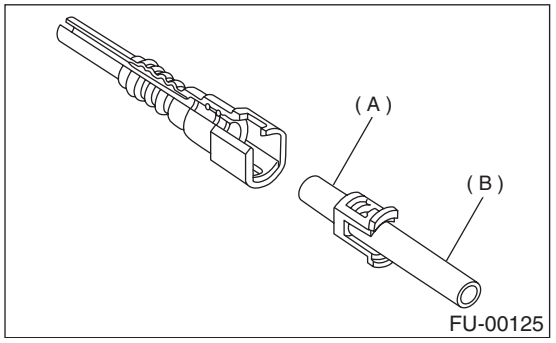


(A) Connector
(B) Retainer
(C) Pipe

B: INSTALLATION

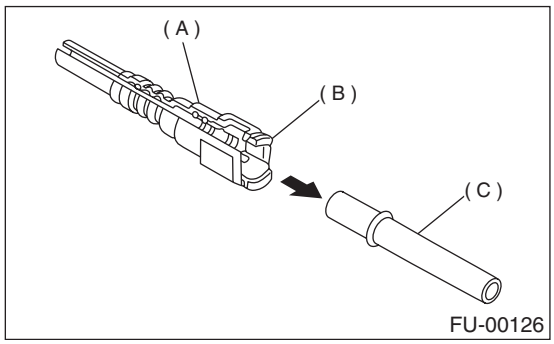
NOTE:
Replace the retainer other than in the engine room with a new part.
1) Connect the quick connector on fuel line.

CAUTION:
Make sure there are no damage or dust on connections. If necessary, clean seal surface of pipe.



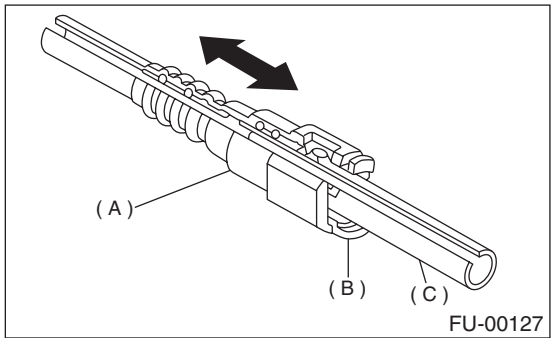
(A) Seal surface
(B) Pipe

(1) Set the new retainer (B) to connector (A).
(2) Push the pipe into the connector completely.



(A) Connector
(B) Retainer
(C) Pipe

CAUTION:
• Pull the connector to ensure it is connected securely.
• Make sure the two retainer pawls are engaged in their mating positions in the connector.
• Be sure to inspect hoses and their connections for any leakage of fuel.



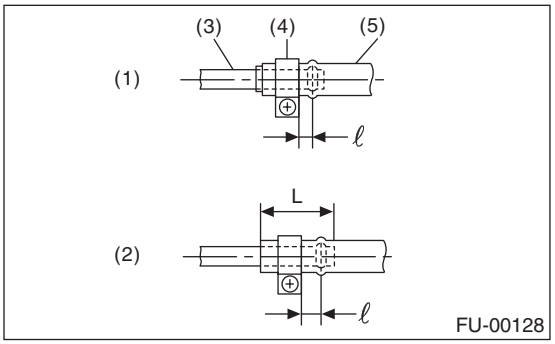
(A) Connector
(B) Retainer
(C) Pipe

2) Connect the fuel delivery hose to the pipe with an overlap of 20 to 25 mm (0.79 to 0.98 in).
Type A: When the amount of inserting is specified.
Type B: When the amount to be inserted is not specified.

ℓ : 2.5±1.5 mm (0.098±0.059 in)

L: 22.5±2.5 mm (0.886±0.098 in)

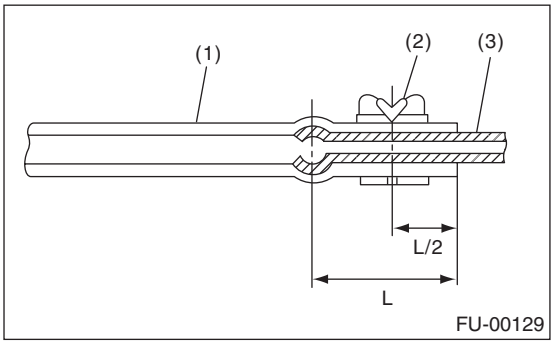
CAUTION:
Be sure to inspect hoses and their connections for any leakage of fuel.



(1) Type A
(2) Type B
(3) Pipe
(4) Clamp
(5) Hose

3) Connect the evaporation hose to the pipe with an overlap of 15 to 20 mm (0.59 to 0.79 in).

Fuel evaporation hose
L = 17.5±2.5 mm (0.689±0.098 in)



(1) Hose
(2) Clip
(3) Pipe

C: INSPECTION

1) Make sure that there are no cracks on the fuel pipes and fuel hoses.
2) Make sure the fuel pipe and fuel hose connections are tightened firmly.

31.Fuel System Trouble in General

A: INSPECTION

Trouble and possible cause		Corrective action
1. Insufficient fuel supply to injector		
1)	Fuel pump does not operate.	
	❍ Defective terminal contact	Inspect contact, especially ground, and tighten it securely.
	❍ Trouble in electromagnetic or electronic circuit parts	Replace the faulty part.
2)	Decline of fuel pump function	Replace the fuel pump.
3)	Clogged dust or water in the fuel filter	Replace the fuel filter.
4)	Clogged or bent fuel pipe or hose	Clean, correct or replace fuel pipe or hose.
5)	Air is mixed in fuel system	Inspect or retighten each connection part.
6)	Clogged or bent air breather tube or pipe.	Clean, correct or replace the air breather tube or pipe.
7)	Damaged diaphragm of pressure regulator	Replace.
2. Leakage or blow out of fuel		
1)	Loose joints of the fuel pipe	Retighten.
2)	Cracked fuel pipe, hose and fuel tank	Replace.
3)	Defective welding part on the fuel tank	Replace.
4)	Clogged air breather tube or air vent tube	Clean, correct or replace the air breather tube or air vent tube.
3. Gasoline smell inside of compartment		
1)	Loose joints at air breather tube, air vent tube and fuel filler pipe	Retighten.
2)	Problem in tightening of the fuel saucer packing air	Correct or replace the packing.
3)	Fuel pump trouble	Replace.
4. Defective fuel meter indicator		
1)	Defective operation of fuel level sensor	Replace.
2)	Defective operation of fuel meter	Replace.
5. Noise		
1)	Large operation noise or vibration of fuel pump	Replace.

NOTE:
• When the vehicle is left unattended for an extended period of time, water may accumulate in the fuel tank. Fill fuel fully to prevent the problem.
• In snow-covered areas, mountainous areas, skiing areas, etc. where ambient temperatures drop below 0°C (32°F) throughout the winter season, use an water removing agent in the fuel system to prevent freezing fuel system and accumulating water.
• When water is accumulated in fuel filter, fill the water removing agent in the fuel tank.
• Before using water removing agent, follow the cautions noted on the bottle.

1. General Description

A: SPECIFICATION

Specifications for the SOHC U5 model are the same as the SOHC model. <Ref. to FU(H4SO)-2, General Description.>

1. List of Diagnostic Trouble Code (DTC)

A: LIST

DTC	Item	Index
P0026	Intake Valve Control Solenoid Circuit Range/Performance (Bank 1)	<Ref. to GD(H4SO)-8, DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0028	Intake Valve Control Solenoid Circuit Range/Performance (Bank 2)	<Ref. to GD(H4SO)-9, DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0030	HO2S Heater Control Circuit (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-10, DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0031	HO2S Heater Control Circuit Low (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-12, DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0032	HO2S Heater Control Circuit High (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-14, DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0037	HO2S Heater Control Circuit Low (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-16, DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0038	HO2S Heater Control Circuit High (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-18, DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0068	MAP/MAF - Throttle Position Correlation	<Ref. to GD(H4SO)-20, DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0076	Intake Valve Control Solenoid Circuit Low (Bank 1)	<Ref. to GD(H4SO)-22, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0077	Intake Valve Control Solenoid Circuit High (Bank 1)	<Ref. to GD(H4SO)-23, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0082	Intake Valve Control Solenoid Circuit Low (Bank 2)	<Ref. to GD(H4SO)-24, DTC P0082 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0083	Intake Valve Control Solenoid Circuit High (Bank 2)	<Ref. to GD(H4SO)-24, DTC P0083 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0101	Mass or Volume Air Flow Circuit Range/Performance	<Ref. to GD(H4SO)-25, DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0102	Mass or Volume Air Flow Circuit Low Input	<Ref. to GD(H4SO)-28, DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0103	Mass or Volume Air Flow Circuit High Input	<Ref. to GD(H4SO)-30, DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0107	Manifold Absolute Pressure/ Barometric Pressure Circuit Low Input	<Ref. to GD(H4SO)-32, DTC P0107 MANIFOLD ABSOLUTE PRESSURE/ BAROMETRIC PRESSURE CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0108	Manifold Absolute Pressure/ Barometric Pressure Circuit High Input	<Ref. to GD(H4SO)-34, DTC P0108 MANIFOLD ABSOLUTE PRESSURE/ BAROMETRIC PRESSURE CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0111	Intake Air Temperature Sensor 1 Circuit Range/Performance	<Ref. to GD(H4SO)-36, DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0112	Intake Air Temperature Sensor 1 Circuit Low	<Ref. to GD(H4SO)-38, DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0113	Intake Air Temperature Sensor 1 Circuit High	<Ref. to GD(H4SO)-40, DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0117	Engine Coolant Temperature Circuit Low	<Ref. to GD(H4SO)-42, DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DTC	Item	Index
P0118	Engine Coolant Temperature Circuit High	<Ref. to GD(H4SO)-44, DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0122	Throttle/Pedal Position Sensor/ Switch “A” Circuit Low	<Ref. to GD(H4SO)-46, DTC P0122 THROTTLE/PEDAL POSITION SENSOR/ SWITCH “A” CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0123	Throttle/Pedal Position Sensor/ Switch “A” Circuit High	<Ref. to GD(H4SO)-48, DTC P0123 THROTTLE/PEDAL POSITION SENSOR/ SWITCH “A” CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0125	Insufficient Coolant Temperature For Closed Loop Fuel Control	<Ref. to GD(H4SO)-50, DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0126	Insufficient Engine Coolant Temperature for Stable Operation	<Ref. to GD(H4SO)-52, DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0128	Coolant Thermostat (Engine Coolant Temperature Below Thermostat Regulating Temperature)	<Ref. to GD(H4SO)-54, DTC P0128 COOLANT THERMOSTAT (ENGINE COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0131	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-56, DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0132	O2 Sensor Circuit High Voltage (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-58, DTC P0132 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0133	O2 Sensor Circuit Slow Response (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-60, DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0134	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-63, DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0137	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-65, DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0138	O2 Sensor Circuit High Voltage (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-67, DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0139	O2 Sensor Circuit Slow Response (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-68, DTC P0139 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0140	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-74, DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0171	System Too Lean (Bank 1)	<Ref. to GD(H4SO)-76, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0172	System Too Rich (Bank 1)	<Ref. to GD(H4SO)-78, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0181	Fuel Temperature Sensor “A” Circuit Range/Performance	<Ref. to GD(H4SO)-80, DTC P0181 FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0182	Fuel Temperature Sensor “A” Circuit Low Input	<Ref. to GD(H4SO)-83, DTC P0182 FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0183	Fuel Temperature Sensor “A” Circuit High Input	<Ref. to GD(H4SO)-85, DTC P0183 FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0196	Engine Oil Temperature Sensor Circuit Range/Performance	<Ref. to GD(H4SO)-87, DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0197	Engine Oil Temperature Sensor Low	<Ref. to GD(H4SO)-89, DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0198	Engine Oil Temperature Sensor High	<Ref. to GD(H4SO)-90, DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

List of Diagnostic Trouble Code (DTC)

DTC	Item	Index
P0222	Throttle/Pedal Position Sensor/ Switch “B” Circuit Low	<Ref. to GD(H4SO)-91, DTC P0222 THROTTLE/PEDAL POSITION SENSOR/ SWITCH “B” CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0223	Throttle/Pedal Position Sensor/ Switch “B” Circuit High	<Ref. to GD(H4SO)-93, DTC P0223 THROTTLE/PEDAL POSITION SENSOR/ SWITCH “B” CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0301	Cylinder 1 Misfire Detected	<Ref. to GD(H4SO)-95, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0302	Cylinder 2 Misfire Detected	<Ref. to GD(H4SO)-100, DTC P0302 CYLINDER 2 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0303	Cylinder 3 Misfire Detected	<Ref. to GD(H4SO)-100, DTC P0303 CYLINDER 3 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0304	Cylinder 4 Misfire Detected	<Ref. to GD(H4SO)-100, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0327	Knock Sensor 1 Circuit Low (Bank 1 or Single Sensor)	<Ref. to GD(H4SO)-101, DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0328	Knock Sensor 1 Circuit High (Bank 1 or Single Sensor)	<Ref. to GD(H4SO)-103, DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0335	Crankshaft Position Sensor “A” Circuit	<Ref. to GD(H4SO)-105, DTC P0335 CRANKSHAFT POSITION SENSOR “A” CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0336	Crankshaft Position Sensor “A” Circuit Range/Performance	<Ref. to GD(H4SO)-107, DTC P0336 CRANKSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0340	Camshaft Position Sensor “A” Circuit (Bank 1 or Single Sensor)	<Ref. to GD(H4SO)-109, DTC P0340 CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0341	Camshaft Position Sensor “A” Circuit Range/Performance (Bank 1 or Single Sensor)	<Ref. to GD(H4SO)-111, DTC P0341 CAMSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0400	Exhaust Gas Recirculation Flow	<Ref. to GD(H4SO)-113, DTC P0400 EXHAUST GAS RECIRCULATION FLOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0420	Catalyst System Efficiency Below Threshold (Bank 1)	<Ref. to GD(H4SO)-116, DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0442	Evaporative Emission Control System Leak Detected (Small Leak)	<Ref. to GD(H4SO)-118, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0447	Evaporative Emission Control System Vent Control Circuit Open	<Ref. to GD(H4SO)-133, DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0448	Evaporative Emission Control System Vent Control Circuit Shorted	<Ref. to GD(H4SO)-135, DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0451	Evaporative Emission Control System Pressure Sensor	<Ref. to GD(H4SO)-137, DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0452	Evaporative Emission Control System Pressure Sensor Low Input	<Ref. to GD(H4SO)-139, DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0453	Evaporative Emission Control System Pressure Sensor High Input	<Ref. to GD(H4SO)-141, DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DTC	Item	Index
P0456	Evaporative Emission Control System Leak Detected (Very Small Leak)	<Ref. to GD(H4SO)-142, DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0457	Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)	<Ref. to GD(H4SO)-142, DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0458	Evaporative Emission System Purge Control Valve Circuit Low	<Ref. to GD(H4SO)-143, DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0459	Evaporative Emission System Purge Control Valve Circuit High	<Ref. to GD(H4SO)-145, DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0461	Fuel Level Sensor “A” Circuit Range/ Performance	<Ref. to GD(H4SO)-147, DTC P0461 FUEL LEVEL SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0462	Fuel Level Sensor “A” Circuit Low	<Ref. to GD(H4SO)-149, DTC P0462 FUEL LEVEL SENSOR “A” CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0463	Fuel Level Sensor “A” Circuit High	<Ref. to GD(H4SO)-151, DTC P0463 FUEL LEVEL SENSOR “A” CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0464	Fuel Level Sensor Circuit Intermittent	<Ref. to GD(H4SO)-153, DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0483	Fan Rationality Check	<Ref. to GD(H4SO)-156, DTC P0483 FAN RATIONALITY CHECK, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0502	Vehicle Speed Sensor “A” Circuit Low Input	<Ref. to GD(H4SO)-157, DTC P0502 VEHICLE SPEED SENSOR “A” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0503	Vehicle Speed Sensor “A” Intermittent/ Erratic/High	<Ref. to GD(H4SO)-158, DTC P0503 VEHICLE SPEED SENSOR “A” INTERMITTENT/ERRATIC/HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0506	Idle Air Control System RPM Lower Than Expected	<Ref. to GD(H4SO)-159, DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0507	Idle Air Control System RPM Higher Than Expected	<Ref. to GD(H4SO)-160, DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0512	Starter Request Circuit	<Ref. to GD(H4SO)-161, DTC P0512 STARTER REQUEST CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0513	Iincorrect Immobilizer Key	<Ref. to GD(H4SO)-162, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0519	Idle Air Control System Performance	<Ref. to GD(H4SO)-163, DTC P0519 IDLE AIR CONTROL SYSTEM PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0600	Serial Communication Link	<Ref. to GD(H4SO)-164, DTC P0600 SERIAL COMMUNICATION LINK, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0604	Internal Control Module Random Access Memory (RAM) Error	<Ref. to GD(H4SO)-165, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0605	Internal Control Module Read Only Memory (ROM) Error	<Ref. to GD(H4SO)-167, DTC P0605 INTERNAL CONTROL MODULE READ ONLY MEMORY (ROM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0607	Control Module Performance	<Ref. to GD(H4SO)-168, DTC P0607 CONTROL MODULE PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0638	Throttle Actuator Control Range/ Performance (Bank 1)	<Ref. to GD(H4SO)-170, DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0691	Fan 1 Control Circuit Low	<Ref. to GD(H4SO)-173, DTC P0691 FAN 1 CONTROL CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0692	Fan 1 Control Circuit High	<Ref. to GD(H4SO)-174, DTC P0692 FAN 1 CONTROL CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

List of Diagnostic Trouble Code (DTC)

DTC	Item	Index
P0700	Transmission Control System (MIL Request)	<Ref. to GD(H4SO)-175, DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0851	Park/Neutral Switch Input Circuit Low (AT Model)	<Ref. to GD(H4SO)-176, DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0851	Neutral Switch Input Circuit Low (MT Model)	<Ref. to GD(H4SO)-177, DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0852	Park/Neutral Switch Input Circuit High (AT Model)	<Ref. to GD(H4SO)-178, DTC P0852 PARK/NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0852	Neutral Switch Input Circuit High (MT Model)	<Ref. to GD(H4SO)-179, DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1152	O2 Sensor Circuit Range/ Performance (Low) (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-180, DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1153	O2 Sensor Circuit Range/ Performance (High) (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-182, DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1160	Return Spring Failure	<Ref. to GD(H4SO)-184, DTC P1160 RETURN SPRING FAILURE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1400	Fuel Tank Pressure Control Solenoid Valve Circuit Low	<Ref. to GD(H4SO)-186, DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1420	Fuel Tank Pressure Control Sol. Valve Circuit High	<Ref. to GD(H4SO)-188, DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1443	Vent Control Solenoid Valve Function Problem	<Ref. to GD(H4SO)-190, DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1491	Positive Crankcase Ventilation (Blow-by) Function Problem	<Ref. to GD(H4SO)-192, DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1492	EGR Solenoid Valve Signal #1 Circuit Malfunction (Low Input)	<Ref. to GD(H4SO)-194, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1493	EGR Solenoid Valve Signal #1 Circuit Malfunction (High Input)	<Ref. to GD(H4SO)-196, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1494	EGR Solenoid Valve Signal #2 Circuit Malfunction (Low Input)	<Ref. to GD(H4SO)-198, DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1495	EGR Solenoid Valve Signal #2 Circuit Malfunction (High Input)	<Ref. to GD(H4SO)-198, DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1496	EGR Solenoid Valve Signal #3 Circuit Malfunction (Low Input)	<Ref. to GD(H4SO)-198, DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1497	EGR Solenoid Valve Signal #3 Circuit Malfunction (High Input)	<Ref. to GD(H4SO)-198, DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1498	EGR Solenoid Valve Signal #4 Circuit Malfunction (Low Input)	<Ref. to GD(H4SO)-198, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1499	EGR Solenoid Valve Signal #4 Circuit Malfunction (High Input)	<Ref. to GD(H4SO)-198, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1518	Starter Switch Circuit Low Input	<Ref. to GD(H4SO)-199, DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DTC	Item	Index
P1560	Back-Up Voltage Circuit Malfunction	<Ref. to GD(H4SO)-200, DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1570	Antenna	<Ref. to GD(H4SO)-201, DTC P1570 ANTENNA, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1571	Reference Code Incompatibility	<Ref. to GD(H4SO)-201, DTC P1571 REFERENCE CODE INCOMPATIBILITY, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1572	IMM Circuit Failure (Except Antenna Circuit)	<Ref. to GD(H4SO)-201, DTC P1572 IMM CIRCUIT FAILURE (EXCEPT ANTENNA CIRCUIT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1574	Key Communication Failure	<Ref. to GD(H4SO)-201, DTC P1574 KEY COMMUNICATION FAILURE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1576	EGI Control Module EEPROM	<Ref. to GD(H4SO)-201, DTC P1576 EGI CONTROL MODULE EEPROM, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1577	IMM Control Module EEPROM	<Ref. to GD(H4SO)-201, DTC P1577 IMM CONTROL MODULE EEPROM, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1602	Control Module Programming Error	<Ref. to GD(H4SO)-202, DTC P1602 CONTROL MODULE PROGRAMMING ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2096	Post Catalyst Fuel Trim System Too Lean Bank 1	<Ref. to GD(H4SO)-204, DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN BANK 1, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2097	Post Catalyst Fuel Trim System Too Rich Bank 1	<Ref. to GD(H4SO)-206, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2101	Throttle Actuator Control Motor Circuit Range/Performance	<Ref. to GD(H4SO)-208, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2102	Throttle Actuator Control Motor Circuit Low	<Ref. to GD(H4SO)-210, DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2103	Throttle Actuator Control Motor Circuit High	<Ref. to GD(H4SO)-212, DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2109	Throttle/Pedal Position Sensor “A” Minimum Stop Performance	<Ref. to GD(H4SO)-214, DTC P2109 THROTTLE/PEDAL POSITION SENSOR “A” MINIMUM STOP PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2122	Throttle/Pedal Position Sensor/ Switch “D” Circuit Low Input	<Ref. to GD(H4SO)-216, DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2123	Throttle/Pedal Position Sensor/ Switch “D” Circuit High Input	<Ref. to GD(H4SO)-218, DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2127	Throttle/Pedal Position Sensor/ Switch “E” Circuit Low Input	<Ref. to GD(H4SO)-220, DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2128	Throttle/Pedal Position Sensor/ Switch “E” Circuit High Input	<Ref. to GD(H4SO)-222, DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2135	Throttle/Pedal Position Sensor/ Switch “A”/“B” Voltage Correlation	<Ref. to GD(H4SO)-224, DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A”/“B” VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2138	Throttle/Pedal Position Sensor/ Switch “D”/“E” Voltage Correlation	<Ref. to GD(H4SO)-226, DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D”/“E” VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2227	Barometric Pressure Circuit Range/ Performance	<Ref. to GD(H4SO)-228, DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2228	Barometric Pressure Circuit Low	<Ref. to GD(H4SO)-229, DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2229	Barometric Pressure Circuit High	<Ref. to GD(H4SO)-230, DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

2. Diagnostic Trouble Code (DTC) Detecting Criteria

A: DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/ PERFORMANCE (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect NG when having either Low NG or High NG.
A variable valve lift diagnosis oil pressure switch is installed for diagnosis. It is possible to determine whether the intake valve is in high mode (increase the amount of lift) or in low mode (suppressing the amount of lift) when the variable valve lift diagnosis oil pressure switch is turned ON or OFF.

- **Normal**

Oil switching solenoid valve duty	Intake valve	Variable valve lift diagnosis oil pressure switch
Large	High mode	OFF
Small	Low mode	ON

- **Low NG**

When the variable valve lift diagnosis oil pressure switch remains ON even though the intake valve tried to enter high mode (oil switching solenoid valve duty is large), this is judged as a Low NG.

- **High NG**

When the variable valve lift diagnosis oil pressure switch remains OFF even though the intake valve tried to enter low mode (oil switching solenoid valve duty is small), this is judged as a High NG.

2. COMPONENT DESCRIPTION

The variable valve lift system optimizes the intake valve lift by switching between the low lift cam and the high lift cam according to the engine speed. The amount of intake valve lift is varied by controlling the oil switching solenoid valve duty according to signals from the ECM.

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
After engine starting	≥ 6 sec.
Engine oil temperature	≥ 15°C (59°F)
Variable valve lift control	Operation

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously 6 seconds after engine start while variable valve lift is being controlled.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the following conditions is longer than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Low NG	
Duty ratio	≥ 62%
Variable valve lift diagnosis oil pressure switch	ON
High NG	
Duty ratio	< 33%
Variable valve lift diagnosis oil pressure switch	OFF

Time Needed for Diagnosis:

Low side	0.784 seconds
High side	3.0 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the continuous time when the following conditions are established are more than 3 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Low OK	
Duty ratio	≥ 62%
Variable valve lift diagnosis oil pressure switch	OFF
High OK	
Duty ratio	< 33%
Variable valve lift diagnosis oil pressure switch	ON

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

B: DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/ PERFORMANCE (BANK 2)

1. OUTLINE OF DIAGNOSIS

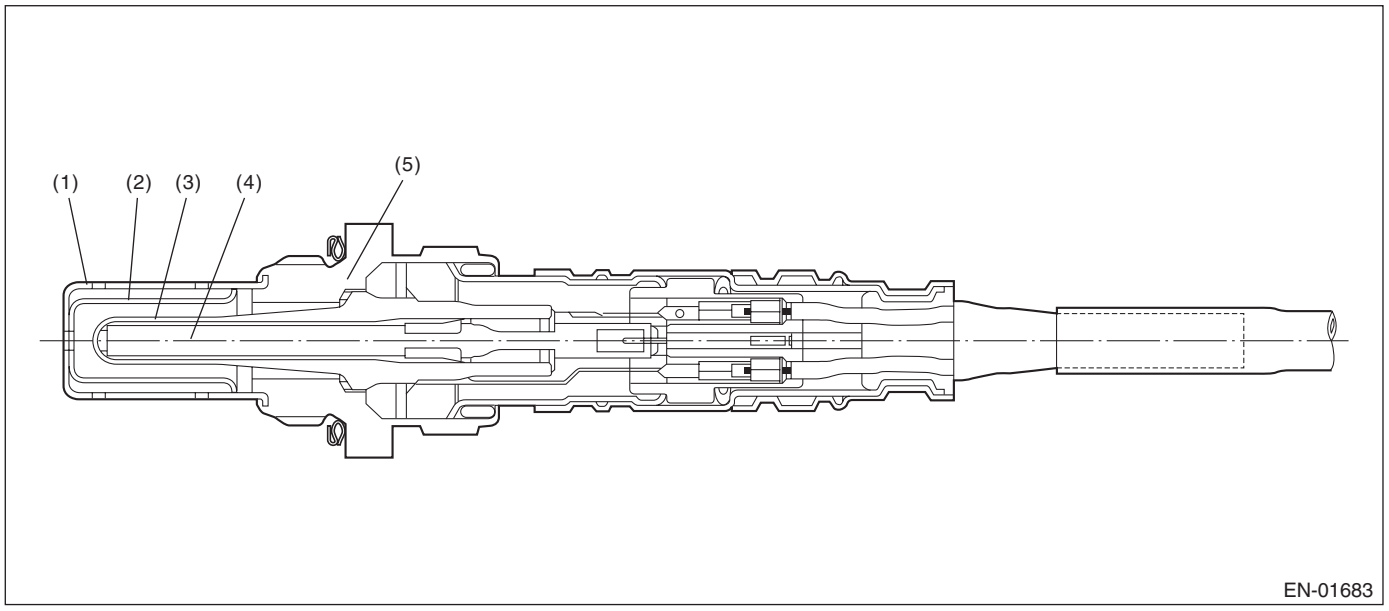
NOTE:
For the detection standard, refer to DTC P0026. <Ref. to GD(H4SO)-8, DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

C: DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect functional errors of the front oxygen (A/F) sensor heater.
Judge as NG when it is determined that the front oxygen (A/F) sensor impedance is large by referring to the engine condition such as fuel shut-off in deceleration, etc.

2. COMPONENT DESCRIPTION



(1) Element cover (outer)
(2) Element cover (inner)
(3) Sensor element
(4) Ceramic heater
(5) Sensor housing

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Continuous time when all of the following conditions are met	30 seconds or more
Battery voltage	> 10.9 V
After fuel cut	20 seconds or more
Heater current	Operation
Front lambda sensor duty ≥ 35%	Experienced

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after 50 seconds or more have passed since the engine started.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than the time needed for diagnosis (10 seconds). Judge as OK and clear NG when the continuous time of not completing the malfunction criteria below becomes more than the time needed for diagnosis (10 seconds).

Judgment Value

Malfunction Criteria	Threshold Value
Front oxygen (A/F) sensor impedance	> 50 Ω

Time Needed for Diagnosis: 10 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning compensation: Not allowed to calculate.
- Front oxygen (A/F) sensor sub learning compensation: Not allowed to calculate.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

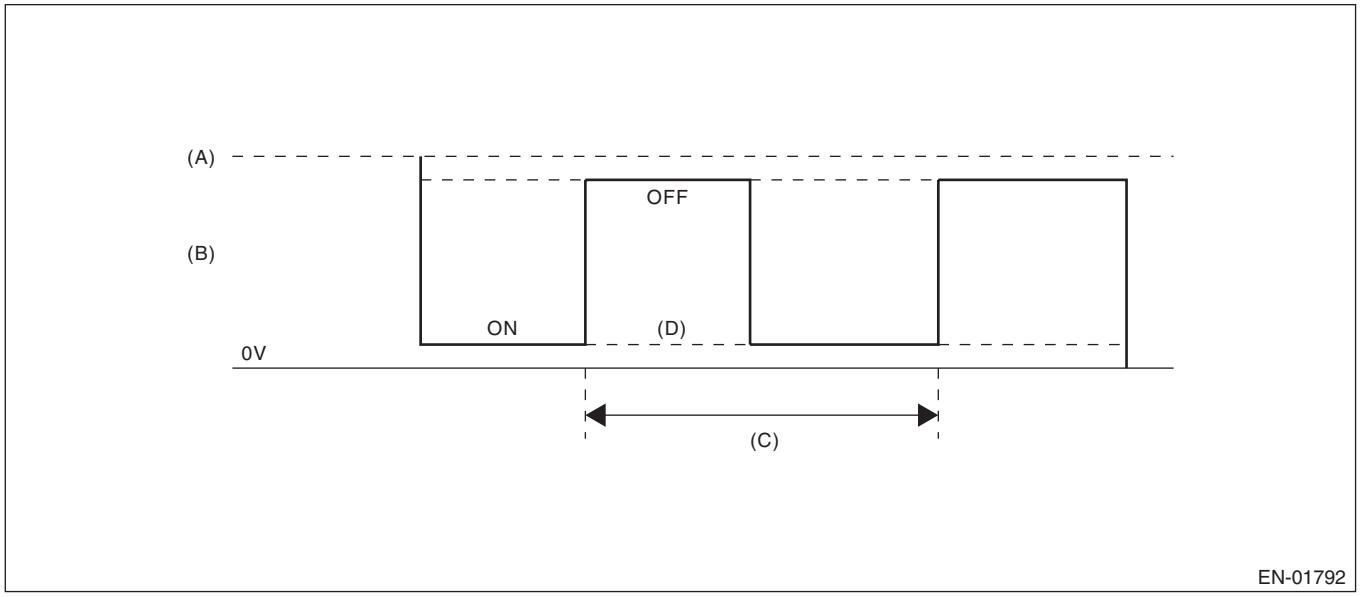
Memorize the freeze frame data. (For test mode $02)

D: DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of heater.
The heater performs duty control, and the output terminal voltage at ON is 0 V and the output terminal voltage at OFF is the battery voltage.
Judge NG when the terminal voltage remains Low.

2. COMPONENT DESCRIPTION



(A) Battery voltage
(B) Front oxygen (A/F) sensor heater output voltage
(C) 128 milliseconds
(D) Low error

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge NG when the continuous time of meeting the malfunction criteria below becomes more than 1 second (8 cycles).

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level Front oxygen (A/F) sensor heater control duty	Low < 87.5%

Time Needed for Diagnosis: 1 second
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	High

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to apply current to the heater.
- A/F main learning: Not allowed to calculate the A/F main learning compensation factor.
- A/F sub learning: Not allowed to calculate the A/F sub learning compensation factor.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

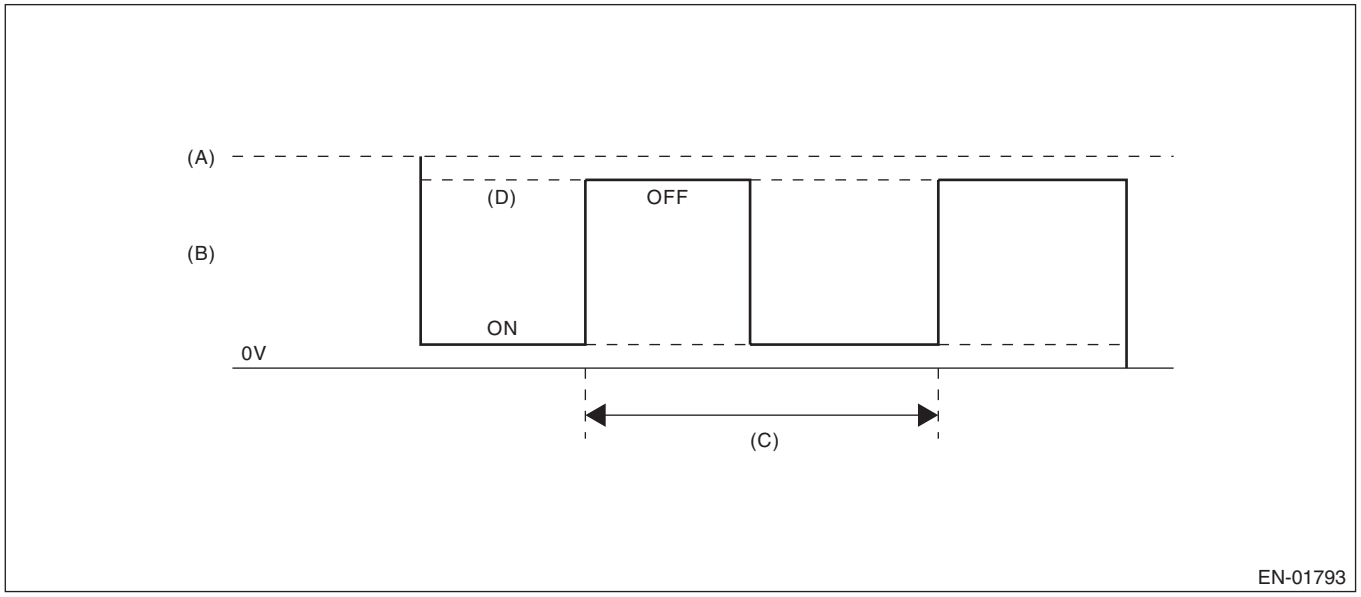
Memorize the freeze frame data. (For test mode $02)

E: DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of heater.
The heater performs duty control, and the output terminal voltage at ON is 0 V and the output terminal voltage at OFF is the battery voltage.
Judge NG when the terminal voltage remains High.

2. COMPONENT DESCRIPTION



(A) Battery voltage
(B) Front oxygen (A/F) sensor heater output voltage
(C) 128 milliseconds
(D) High error

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge NG when the continuous time of meeting the malfunction criteria below becomes more than 1 second (8 cycles).

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	High
Front oxygen (A/F) sensor heater control duty	≥ 12.5%

Time Needed for Diagnosis: 1 second
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	Low

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to apply current to the heater.
- A/F main learning: Not allowed to calculate the A/F main learning compensation factor.
- A/F sub learning: Not allowed to calculate the A/F sub learning compensation factor.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

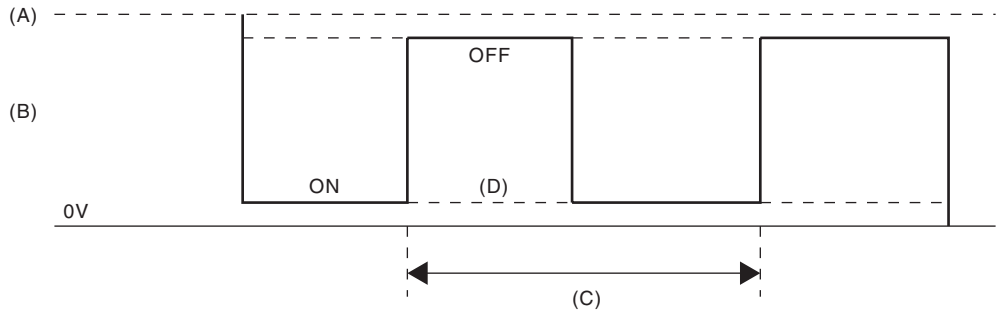
Memorize the freeze frame data. (For test mode $02)

F: DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2)

1. OUTLINE OF DIAGNOSIS

Detect the rear oxygen sensor heater open or short circuit.
The rear oxygen sensor heater performs duty control, and the output terminal voltage at ON is 0 V, and the output terminal voltage at OFF is the battery voltage.
Judge NG when the terminal voltage remains Low.

2. COMPONENT DESCRIPTION



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(A) Battery voltage
(B) Output voltage of the rear oxygen sensor heater
(C) 256 milliseconds (cycles)
(D) Low error

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	> 10.9 V
Elapsed time after engine starting	≥ 1 sec.

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after starting the engine.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time while meeting all of the malfunction criteria below is more than 2560 milliseconds (10 cycles).

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	Low
Rear oxygen sensor heater control duty	< 75%

Time Needed for Diagnosis: 2.56 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	High

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Sub feedback control: Not allowed.

9. ECM OPERATION AT DTC SETTING

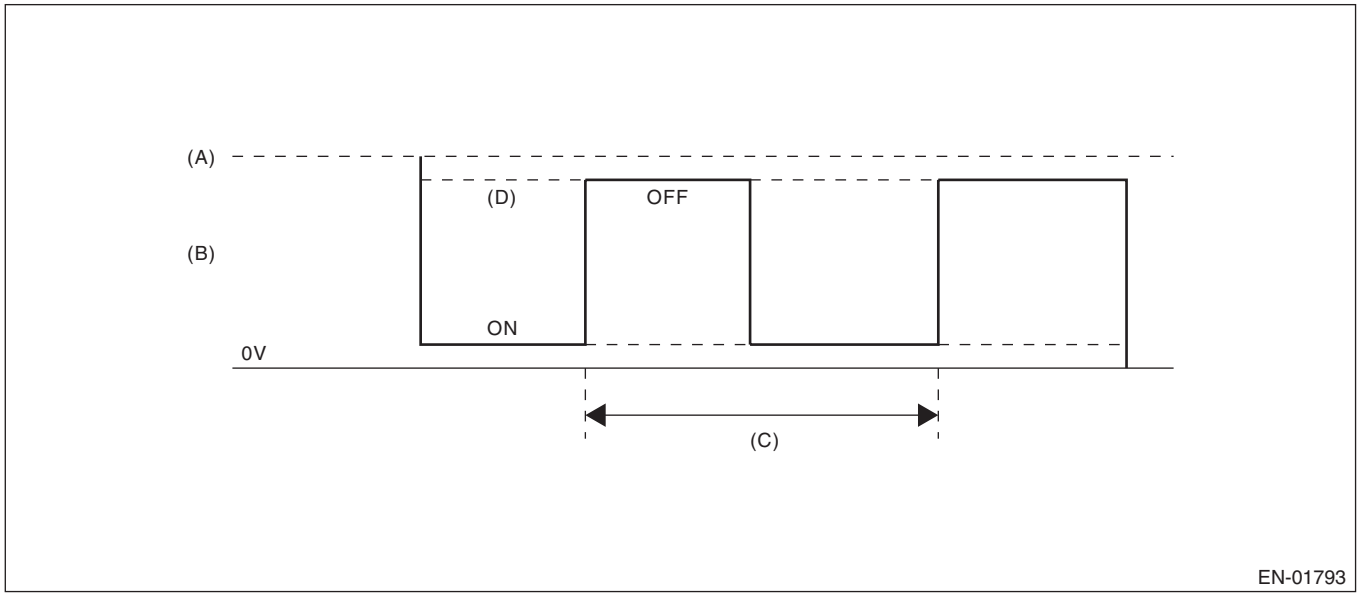
Memorize the freeze frame data. (For test mode $02)

G: DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2)

1. OUTLINE OF DIAGNOSIS

Detect the rear oxygen sensor heater open or short circuit.
The rear oxygen sensor heater performs duty control, and the output terminal voltage at ON is 0 V, and the output terminal voltage at OFF is the battery voltage.
Judge NG when the terminal voltage remains High.

2. COMPONENT DESCRIPTION



(A) Battery voltage
(B) Output voltage of the rear oxygen sensor heater
(C) 256 milliseconds (cycles)
(D) High error

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	> 10.9 V
Elapsed time after engine starting	≥ 1 sec.

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after starting the engine.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time while meeting all of the malfunction criteria below is more than 2560 milliseconds (10 cycles).

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	High
Rear oxygen sensor heater control duty	≥ 20%

Time Needed for Diagnosis: 2.56 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	Low

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Sub feedback control: Not allowed.

9. ECM OPERATION AT DTC SETTING

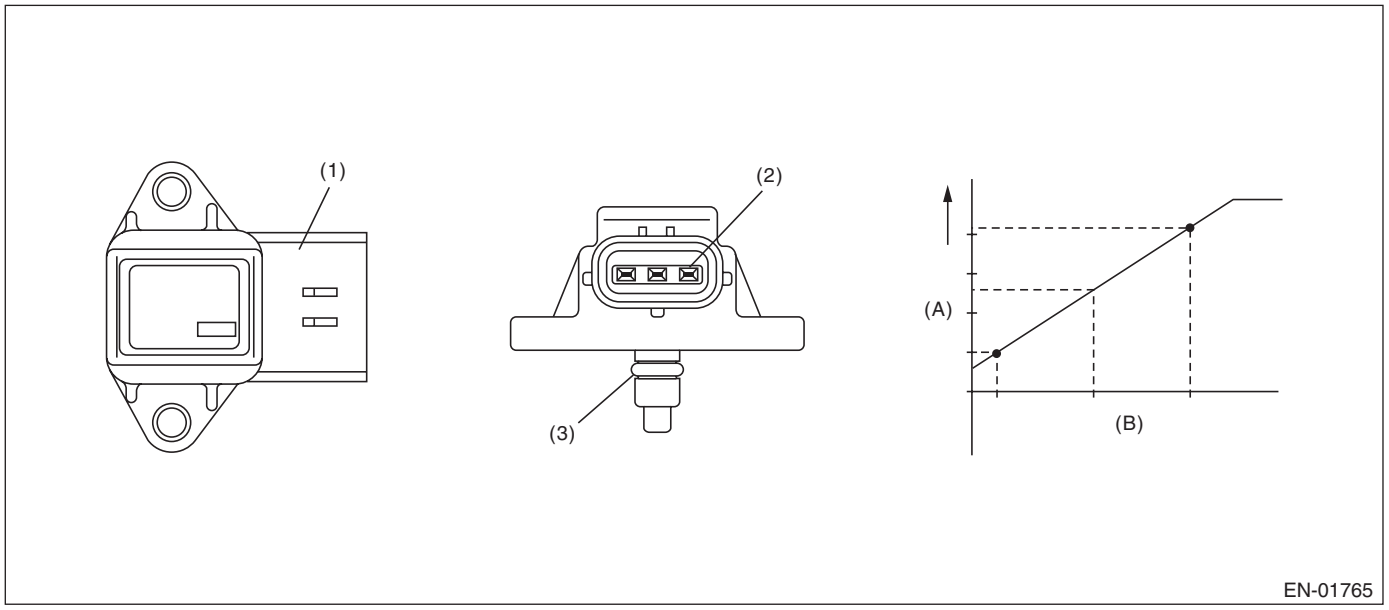
Memorize the freeze frame data. (For test mode $02)

H: DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of intake manifold pressure sensor output property. Judge NG when the intake air pressure AD value is Low whereas it seemed to be High from the viewpoint of engine condition, or when it is High whereas it seemed to be Low from the engine condition.

2. COMPONENT DESCRIPTION



(A) Output voltage
(B) Absolute pressure
(1) Connector
(2) Terminals
(3) O-ring

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature	≥ 75°C (167°F)

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after idling.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge NG when either Low side or High side becomes NG.
Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Low side	
Engine speed	< 2500 rpm
Throttle position	≥ 12°
Intake air amount every 0.5 engine revs.	≥ 0.55 g (0.019 oz)/rev
Output voltage	< 1.4 V
High side	
Engine speed	600 — 900 rpm
Throttle position	≤ 2.44°
Intake air amount every 0.5 engine revs.	< 0.4 g (0.014 oz)/rev
Output voltage	≥ 3.4 V

Time Needed for Diagnosis: 3 seconds for low side, 7 seconds for high side
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when both Low side and High side become OK.
Judge as OK when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Low side	
Engine speed	< 2500 rpm
Throttle position	≥ 12°
Intake air amount every 0.5 engine revs.	≥ 0.55 g (0.019 oz)/rev
Output voltage	≥ 1.4 V
High side	
Engine speed	600 — 900 rpm
Throttle position	≤ 2.44°
Intake air amount every 0.5 engine revs.	< 0.4 g (0.014 oz)/rev
Output voltage	< 3.4 V

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Intake manifold pressure sensor process: Estimate the pressure from engine load.
- ISC feedback: Not allowed to calculate the amount of feedback.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

I: DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect the open circuit of the oil switching solenoid valve.
Judge as NG when the current is small even though the output duty is large.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time when the following conditions are established is more than 2 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Duty ratio	≥ 30%
Control current	< 0.026 A

Time Needed for Diagnosis: 2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the continuous time when the following conditions are established is more than 2 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
| Oil switching solenoid valve target current value – oil switching solenoid valve current value |	< 0.08 A
Control current	≥ 0.11 A

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

J: DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect short circuits of the oil switching solenoid valve.
Judge as a short NG when the current is large even though the output duty is small.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time when the following conditions are established is more than 2 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Duty ratio	< 7%
Control current	≥ 0.465 A

Time Needed for Diagnosis: 2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the continuous time when the following conditions are established is more than 2 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
| Oil switching solenoid valve target current value – Oil switching solenoid valve current value |	< 0.08 A

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

K: DTC P0082 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 2)

1. OUTLINE OF DIAGNOSIS

NOTE:
For the diagnostic procedure, refer to DTC P0076. <Ref. to GD(H4SO)-22, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

L: DTC P0083 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 2)

1. OUTLINE OF DIAGNOSIS

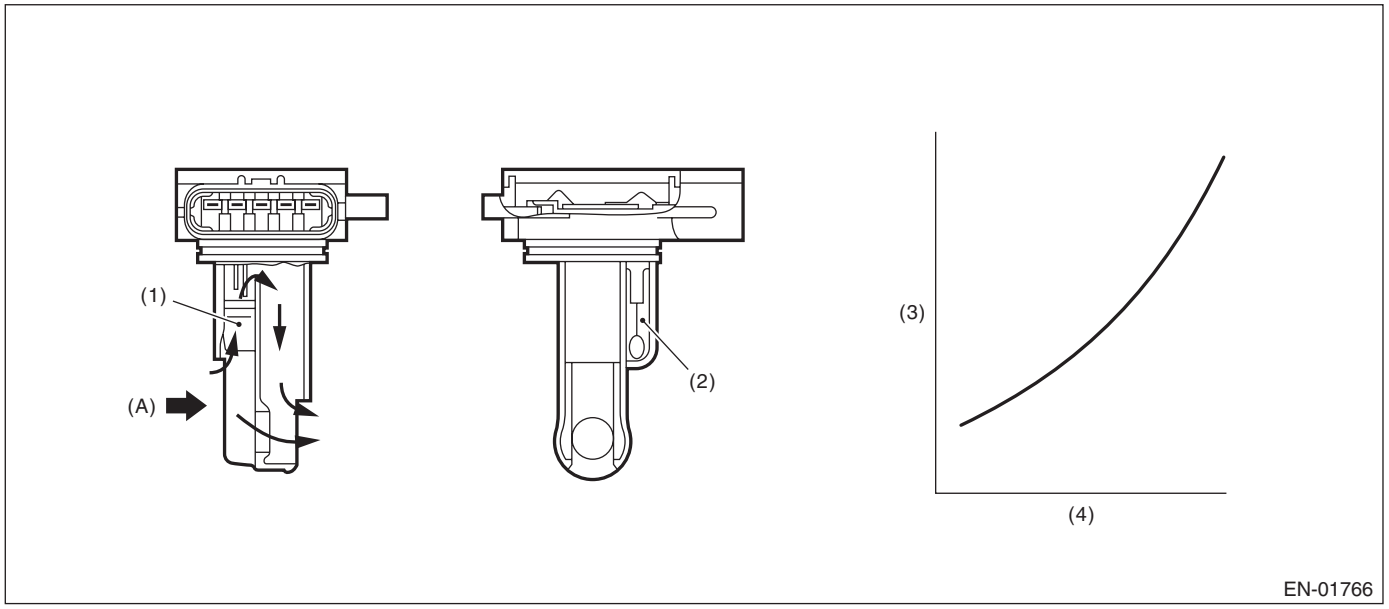
NOTE:
For the diagnostic procedure, refer to DTC P0077. <Ref. to GD(H4SO)-23, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

M: DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/ PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of air flow sensor output property.
Judge as a low side NG when the air flow voltage indicates a small value regardless of running in a state where the air flow voltage increases. Judge as High side NG when the air flow voltage indicates a large value regardless of running in a state where the air flow voltage decreases. Judge air flow sensor property NG when the Low side or High side becomes NG.

2. COMPONENT DESCRIPTION



(A) Air

(1) Air flow sensor
(2) Intake air temperature sensor
(3) Voltage (V)
(4) Amount of intake air (kg/s)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature	≥ 75°C (167°F)

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after idling.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time with the following criteria established exceeds the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
(Low side error)	
Output voltage	< 1.2 V
Engine speed	≥ 2000 rpm
Throttle opening angle	≥ 13°
Intake manifold pressure	≥ 53.3 kPa (400 mmHg, 15.7 inHg)
(High side error 1)	
Output voltage	≥ 2.66 V
Engine speed	600 — 900 rpm
Throttle opening angle	< 2.44°
Intake manifold pressure	< 40.0 kPa (300 mmHg, 11.8 inHg)
(High side error 2)	
Output voltage	≥ 1.45 V
Engine speed	600 — 900 rpm
Throttle opening angle	< 2.44°
Intake manifold pressure	< 40.0 kPa (300 mmHg, 11.8 inHg)
Fuel system diagnosis	Rich side malfunction

Time Needed for Diagnosis:
Low side: 3 seconds
High side: 10 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
(Low side error)	
Output voltage	≥ 1.2 V
Engine speed	≥ 2000 rpm
Throttle opening angle	≥ 13°
Intake manifold pressure	≥ 53.3 kPa (400 mmHg, 15.7 inHg)
(High side error)	
Output voltage	< 2.66 V
Engine Speed	600 — 900 rpm
Throttle opening angle	< 2.44°
Intake manifold pressure	< 40.0 kPa (300 mmHg, 11.8 inHg)

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

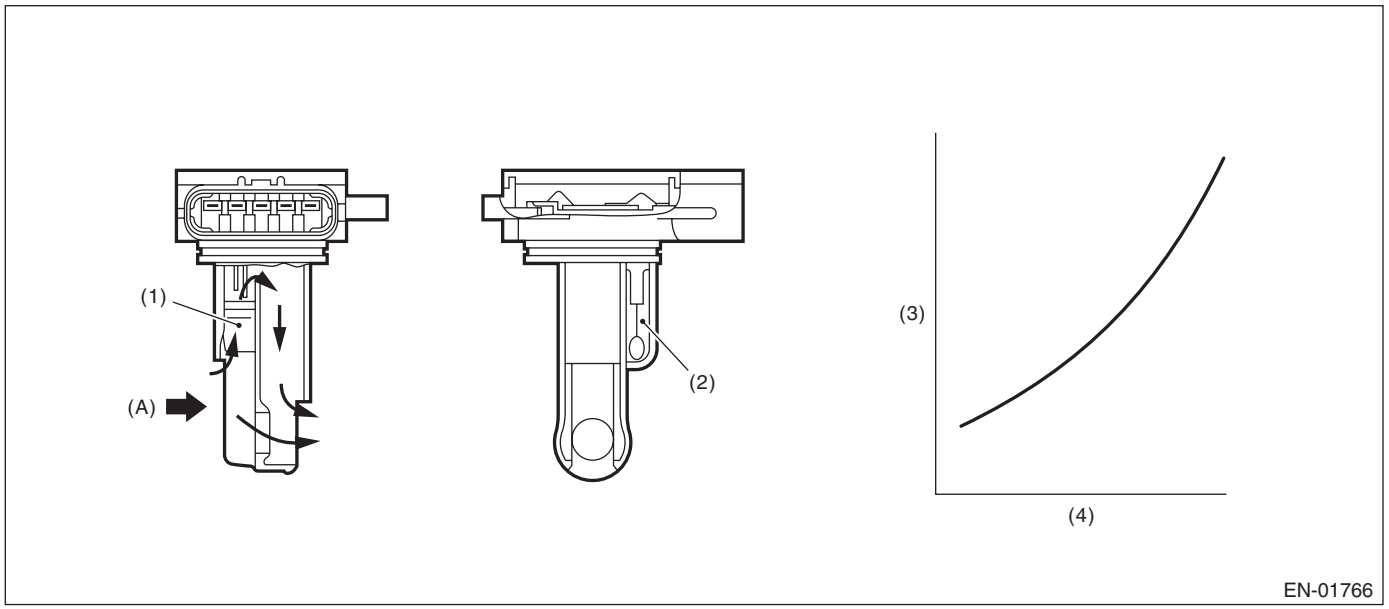
Memorize the freeze frame data. (For test mode $02)

N: DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect open or short circuits of the air flow sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(A) Air

(1) Air flow sensor
(2) Intake air temperature sensor
(3) Voltage (V)
(4) Amount of intake air (kg/s)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≤ 0.2 V

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

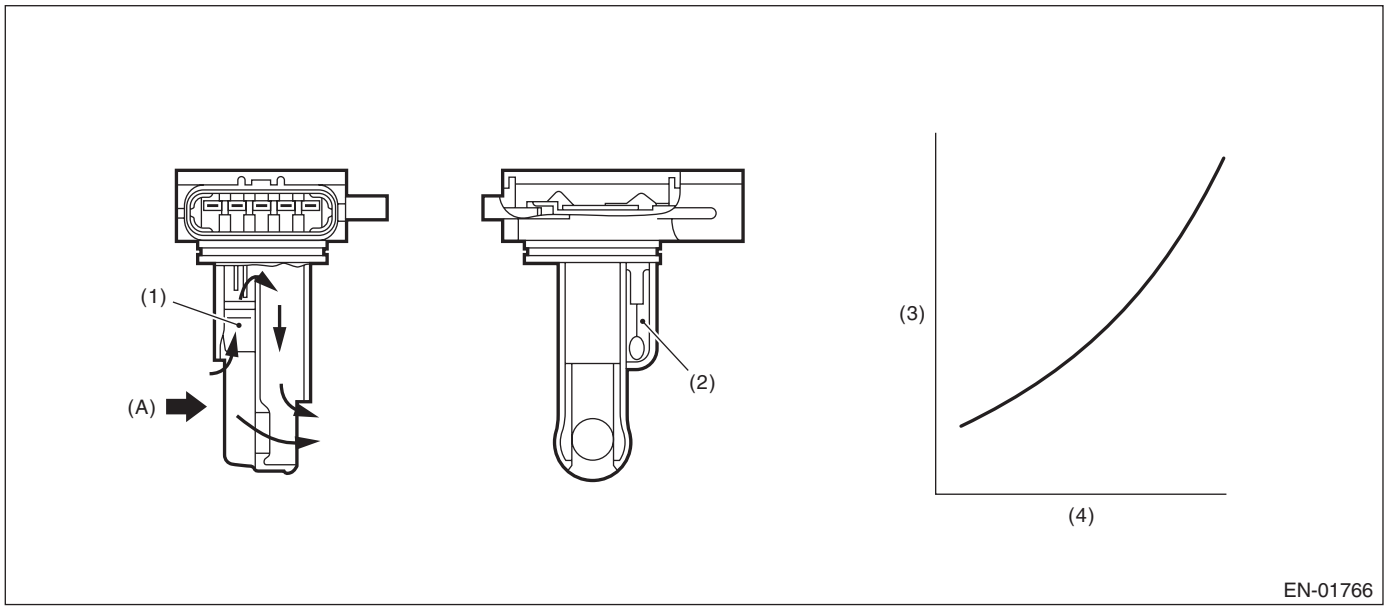
Memorize the freeze frame data. (For test mode $02)

O: DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect open or short circuits of the air flow sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(A) Air

(1) Air flow sensor
(2) Intake air temperature sensor
(3) Voltage (V)
(4) Amount of intake air (kg/s)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge NG when the continuous time of meeting the malfunction criteria below becomes more than 0.5 seconds. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.985 V

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

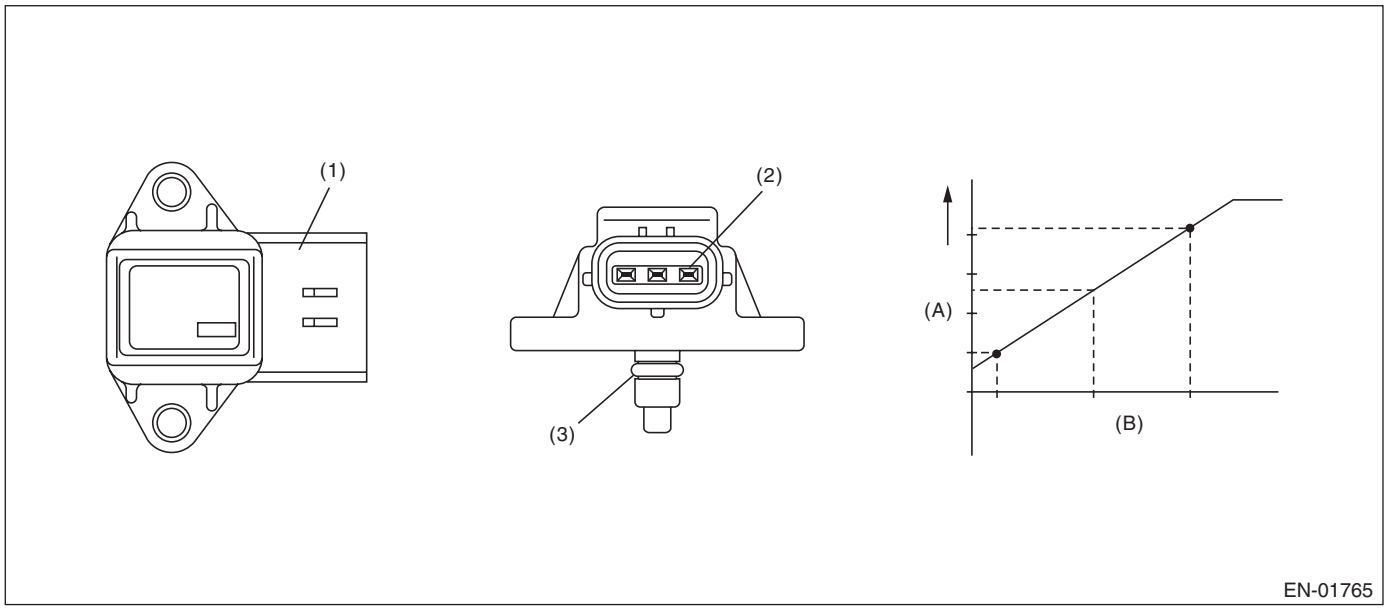
Memorize the freeze frame data. (For test mode $02)

P: DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of intake manifold pressure sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(A) Output voltage
(B) Absolute pressure
(1) Connector
(2) Terminals
(3) O-ring

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 0.568 V

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

ISC feedback: Not allowed to calculate the amount of feedback.

9. ECM OPERATION AT DTC SETTING

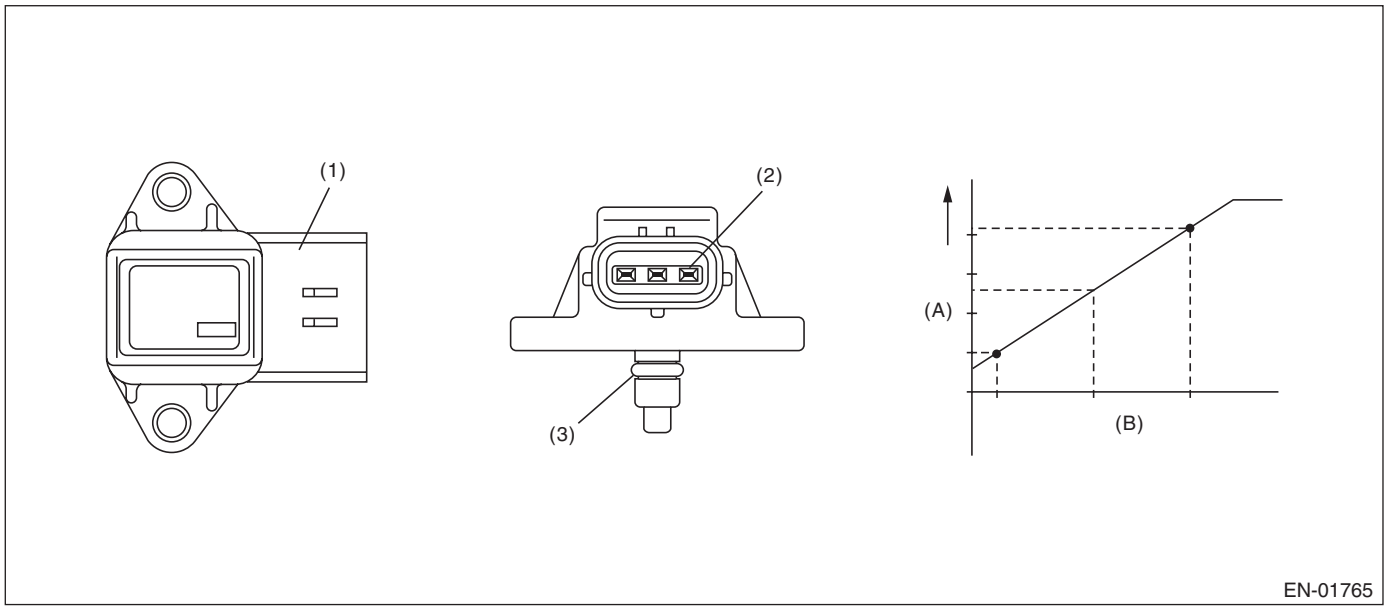
Memorize the freeze frame data. (For test mode $02)

Q: DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of intake manifold pressure sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(A) Output voltage
(B) Absolute pressure
(1) Connector
(2) Terminals
(3) O-ring

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.921 V

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

ISC feedback: Not allowed to calculate the amount of feedback.

9. ECM OPERATION AT DTC SETTING

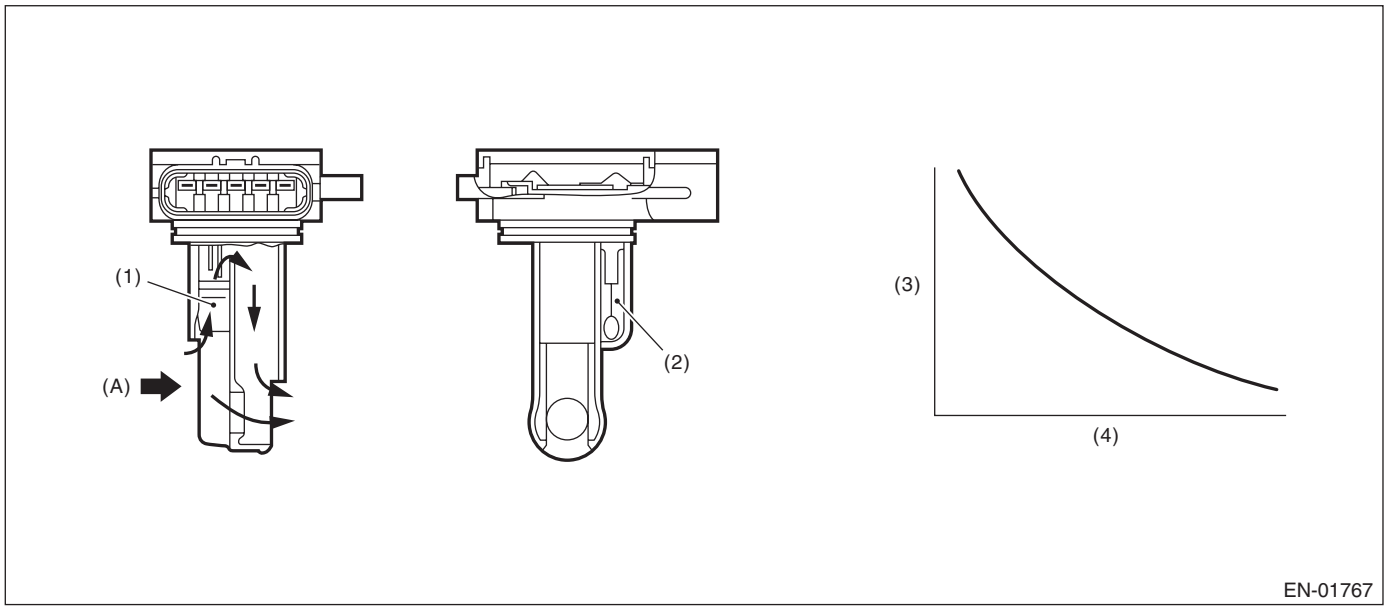
Memorize the freeze frame data. (For test mode $02)

R: DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/ PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of intake air temperature sensor output property.
Judge as NG when the intake air temperature is not varied whereas it seemed to be varied from the viewpoint of engine condition.

2. COMPONENT DESCRIPTION



(A) Air

(1) Air flow sensor
(2) Intake air temperature sensor
(3) Resistance value (Ω)
(4) Intake air temperature °C (°F)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Coolant temp. before engine start	< 30°C (86°F)
Engine coolant temperature	> 100°C (212°F)
Battery voltage	≥ 10.9 V
Continuous time when the vehicle speed is less than 60 km/h (37 MPH)	600 seconds or more

4. GENERAL DRIVING CYCLE

Perform the diagnosis when the vehicle speed condition is completed after starting and idling the cold engine.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 1 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage difference between Max. and Min.	< 20 mV (Equivalent to approximately 0.5°C (0.9°F) near 25°C)

Time Needed for Diagnosis: 1 second
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage difference between Max. and Min.	≥ 20 mV

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Intake air temperature sensor process: Intake air temperature is fixed at 20°C (68°F).

9. ECM OPERATION AT DTC SETTING

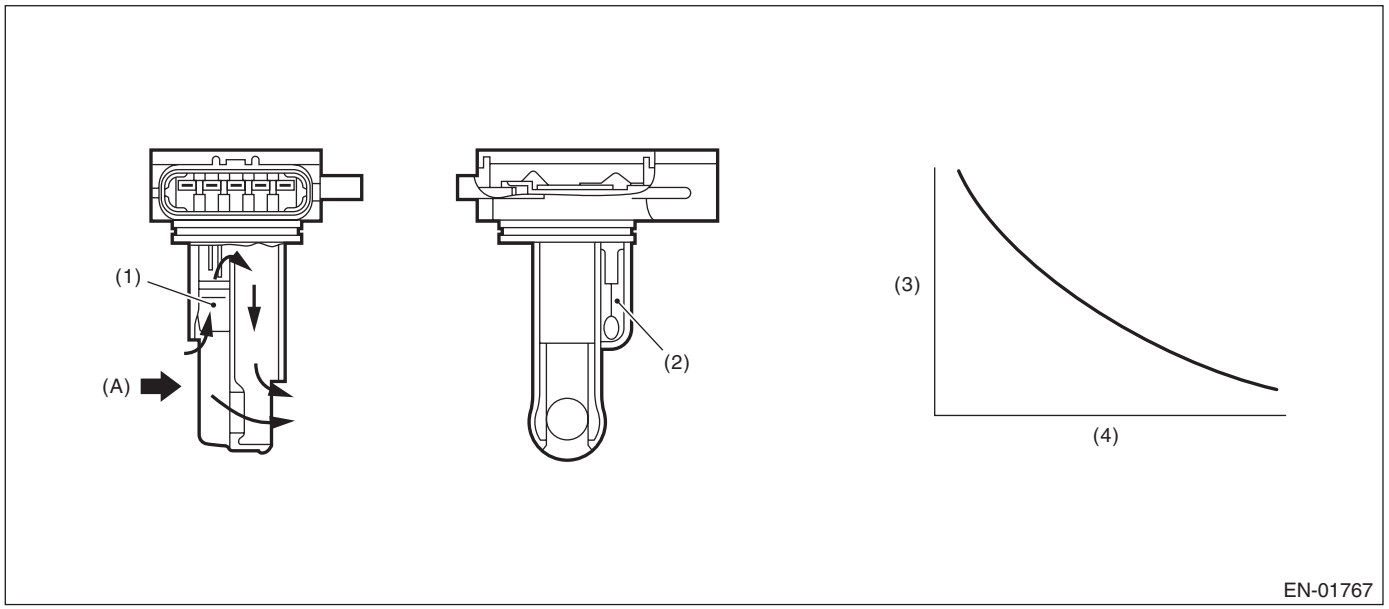
Memorize the freeze frame data. (For test mode $02)

S: DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the intake air temperature sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(A) Air

(1) Air flow sensor
(2) Intake air temperature sensor
(3) Resistance value (Ω)
(4) Intake air temperature °C (°F)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 0.166 V
Ignition switch	ON

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 0.166 V
Ignition switch	ON

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Intake air temperature sensor process: Intake air temperature is fixed at 20°C (68°F).

9. ECM OPERATION AT DTC SETTING

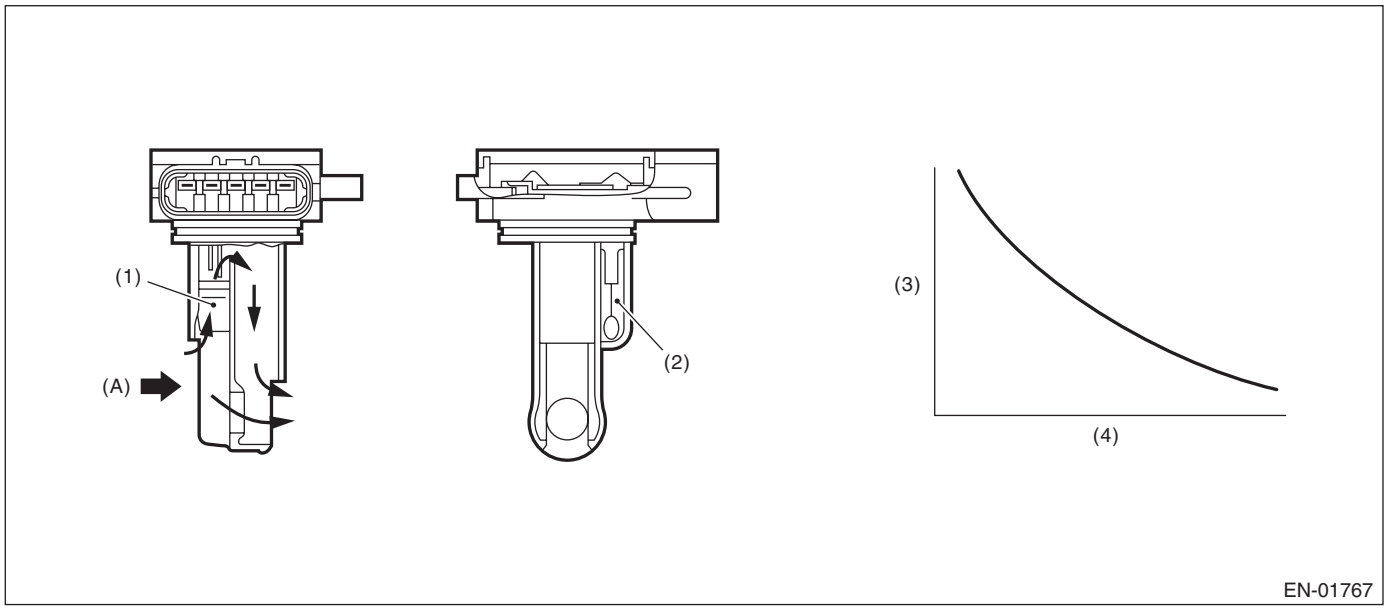
Memorize the freeze frame data. (For test mode $02)

T: DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the intake air temperature sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(A) Air

(1) Air flow sensor
(2) Intake air temperature sensor
(3) Resistance value (Ω)
(4) Intake air temperature °C (°F)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.716 V
Ignition switch	ON

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 4.716 V
Ignition switch	ON

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Intake air temperature sensor process: Intake air temperature is fixed at 20°C (68°F).

9. ECM OPERATION AT DTC SETTING

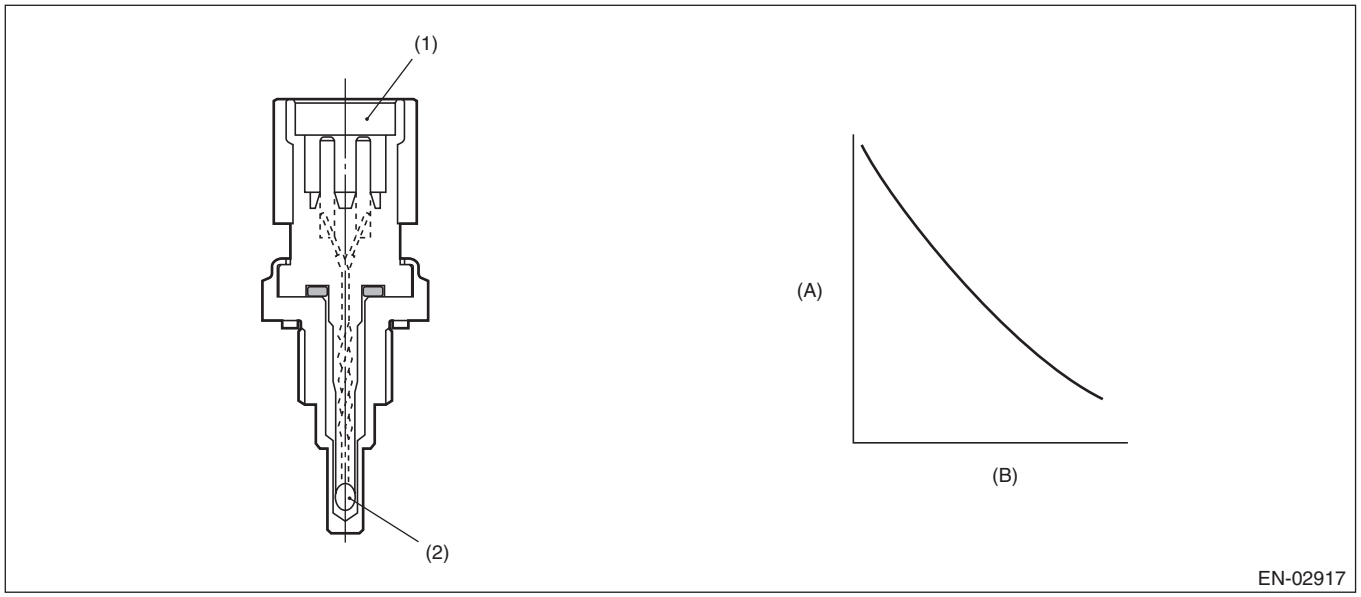
Memorize the freeze frame data. (For test mode $02)

U: DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the engine coolant temperature sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(A) Resistance value (kΩ)
(B) Temperature °C (°F)
(1) Connector
(2) Thermistor element

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≤ 0.166 V

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Engine coolant temperature sensor process: Engine coolant temperature is fixed at 70°C (158°F)
- ISC Feedback: Calculate target engine speed as engine coolant temperature 70°C (158°F).
- ISC learning: Not allowed to learn.
- Air conditioner control: Not allowed to turn the air conditioner to ON.
- Radiator fan control: Both main and sub fan turn to ON.
- Tumble generator valve control: Open the tumble generator valve.

9. ECM OPERATION AT DTC SETTING

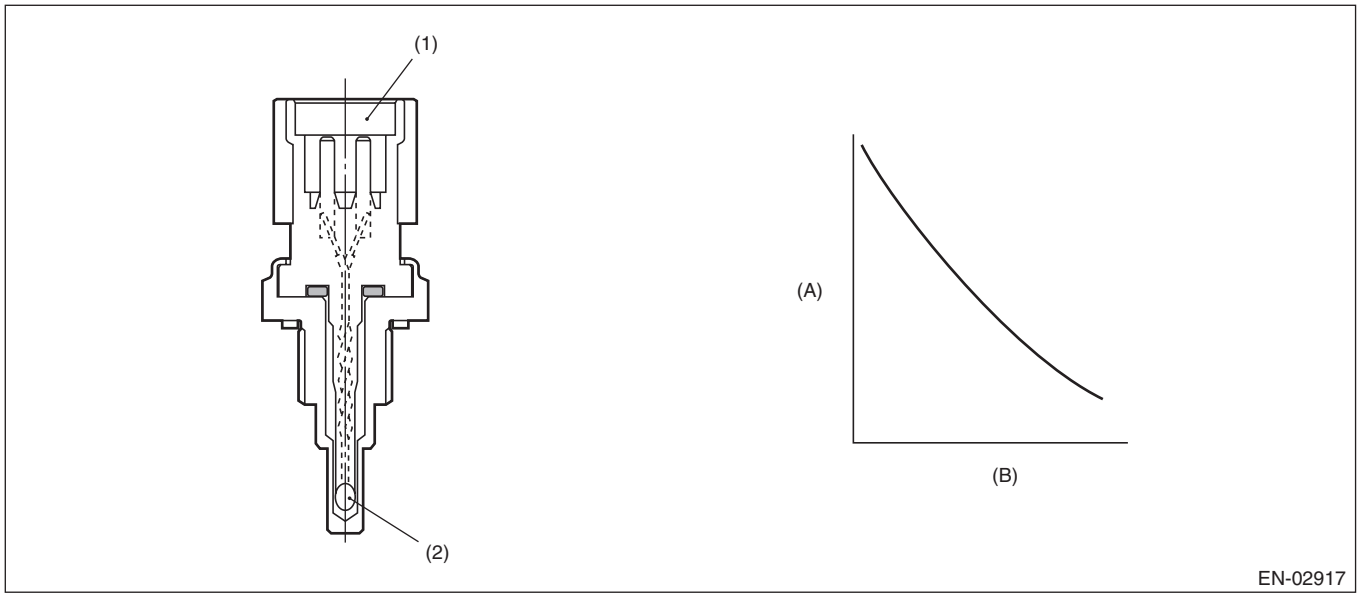
Memorize the freeze frame data. (For test mode $02)

V: DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the engine coolant temperature sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(A) Resistance value (kΩ)
(B) Temperature °C (°F)
(1) Connector
(2) Thermistor element

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.716 V

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Engine coolant temperature sensor process: Engine coolant temperature is fixed at 70°C (158°F)
- ISC Feedback: Calculate target engine speed as engine coolant temperature 70°C (158°F).
- ISC learning: Not allowed to learn.
- Air conditioner control: Not allowed to turn the air conditioner to ON.
- Radiator fan control: Both main and sub fan turn to ON.
- Tumble generator valve control: Open the tumble generator valve.

9. ECM OPERATION AT DTC SETTING

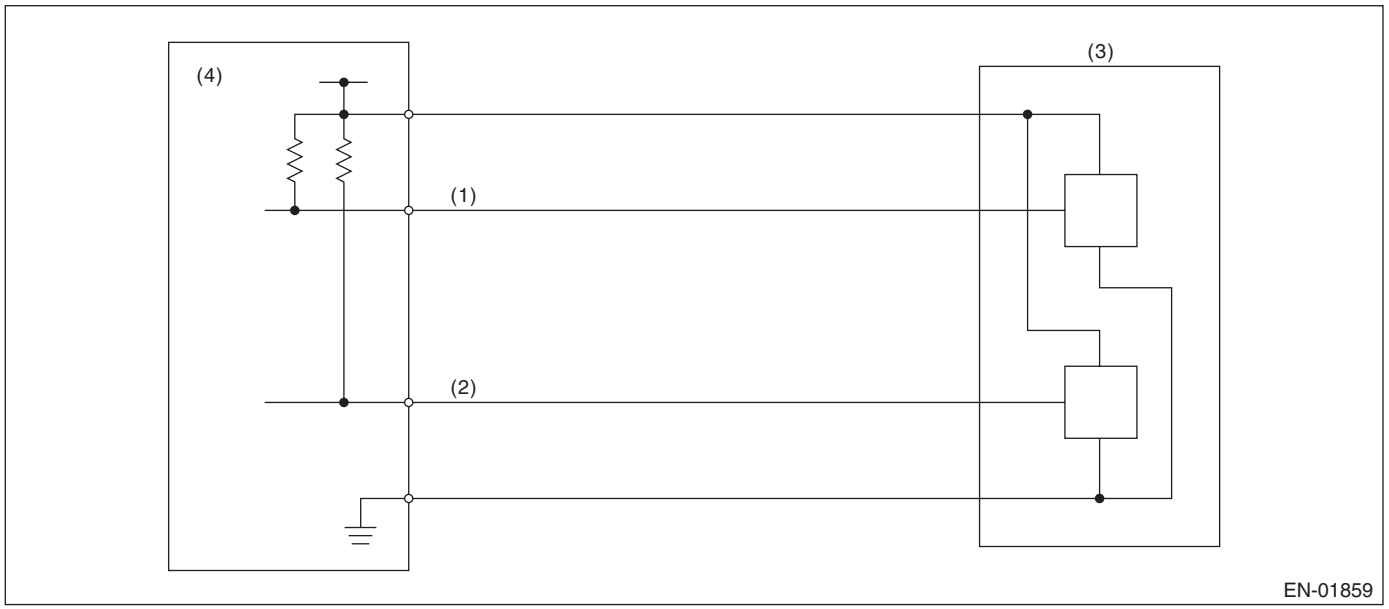
Memorize the freeze frame data. (For test mode $02)

W: DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of throttle position sensor 1.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(1) Throttle position sensor 1 signal
(2) Throttle position sensor 2 signal
(3) Throttle position sensor
(4) Engine control module (ECM)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	≥ 0.309 V

Time Needed for Diagnosis: 24 milliseconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

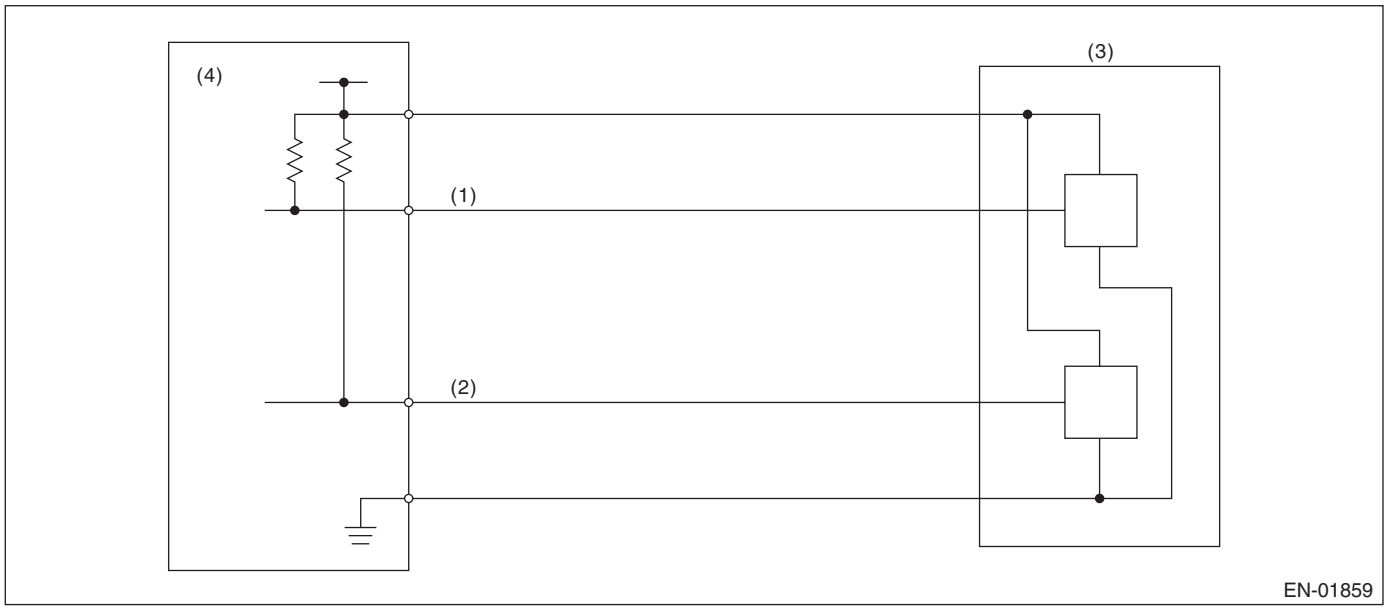
Memorize the freeze frame data. (For test mode $02)

X: DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of throttle position sensor 1.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(1) Throttle position sensor 1 signal
(2) Throttle position sensor 2 signal
(3) Throttle position sensor
(4) Engine control module (ECM)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	≤ 4.646 V

Time Needed for Diagnosis: 24 milliseconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

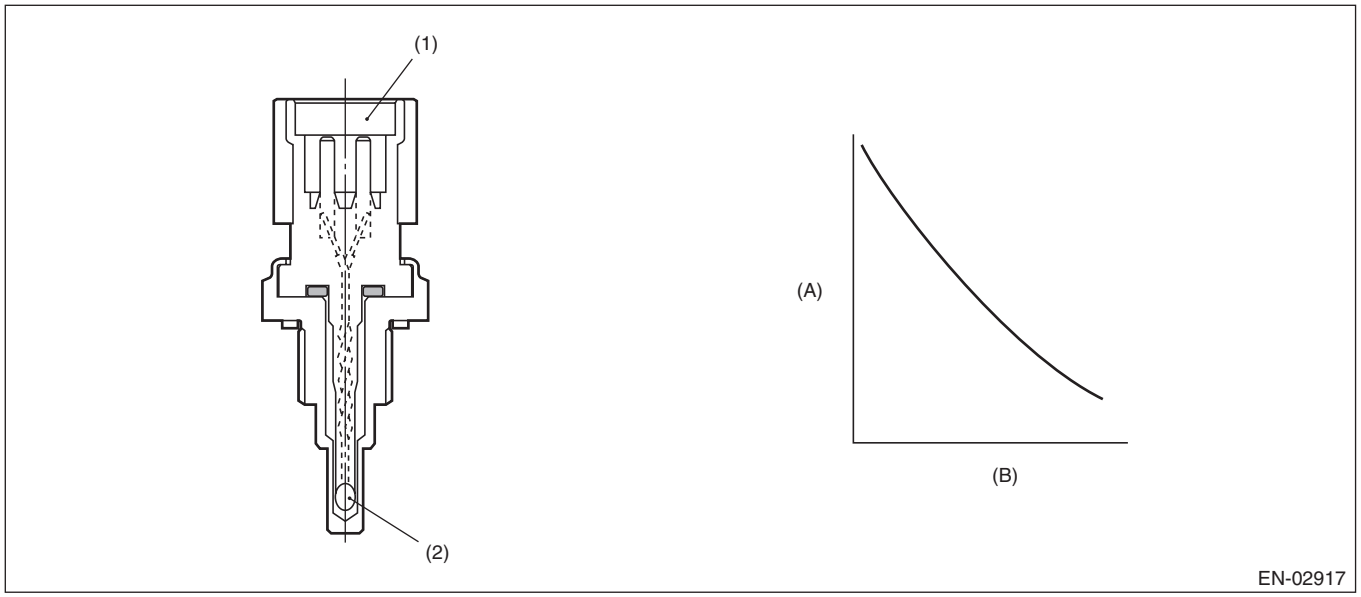
Memorize the freeze frame data. (For test mode $02)

Y: DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of engine coolant temperature output property.
Judge as NG when the engine coolant temperature does not rise in driving conditions where it should.

2. COMPONENT DESCRIPTION



(A) Resistance value (kΩ)
(B) Temperature °C (°F)
(1) Connector
(2) Thermistor element

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine speed	≥ 500 rpm
Battery voltage	> 10.9 V

4. GENERAL DRIVING CYCLE

Perform the diagnosis only once after engine starting.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature	< 20°C (68°F)
Timer for diagnosis after engine starting	≥ Judgment value of timer after engine starting

Timer for diagnosis after engine starting
a. Timer stop at fuel cut mode.
b. During the driving conditions except a) above, timer counts up.
64 milliseconds + TWCNT milliseconds (at the time of 64 milliseconds)
TWCNT is defined as follows.
TWCNT = 0 (at idle switch ON)
TWCNT at idle switch OFF is shown in the following table.

		Vehicle speed km/h (MPH)							
		0 (0)	8 (5)	16 (10)	24 (15)	32 (20)	40 (25)	48 (30)	56 (35)
Temperature °C (°F)	–20 (–4)	0 ms	32.076 ms	39.977 ms	47.879 ms	82.544 ms	117.209 ms	154.214 ms	185.206 ms
	–10 (14)	0 ms	25.704 ms	33.606 ms	41.508 ms	68.520 ms	95.532 ms	125.667 ms	155.802 ms
	0 (32)	0 ms	17.646 ms	25.548 ms	33.450 ms	53.652 ms	73.855 ms	97.120 ms	120.386 ms
	10 (50)	0 ms	7.901 ms	15.802 ms	23.704 ms	37.941 ms	52.177 ms	68.573 ms	82.538 ms

Judgment value of timer after engine starting
$t = 574 - 33 \times Ti$ (seconds)
Ti : The lowest engine coolant temperature after starting the engine
Time Needed for Diagnosis: Undetermined. (It is varied by the lowest engine coolant temperature and engine conditions such as vehicle speed and engine coolant temperature.)
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature	≥ 20°C (68°F)

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Engine coolant temperature sensor process: Engine coolant temperature is fixed at 70°C (158°F)
- ISC Feedback: Calculate target engine speed as engine coolant temperature 70°C (158°F).
- ISC learning: Not allowed to learn.
- Air conditioner control: Not allowed to turn the air conditioner to ON.
- Radiator fan control: Both main and sub fan turn to ON.
- Tumble generator valve control: Open the tumble generator valve.

9. ECM OPERATION AT DTC SETTING

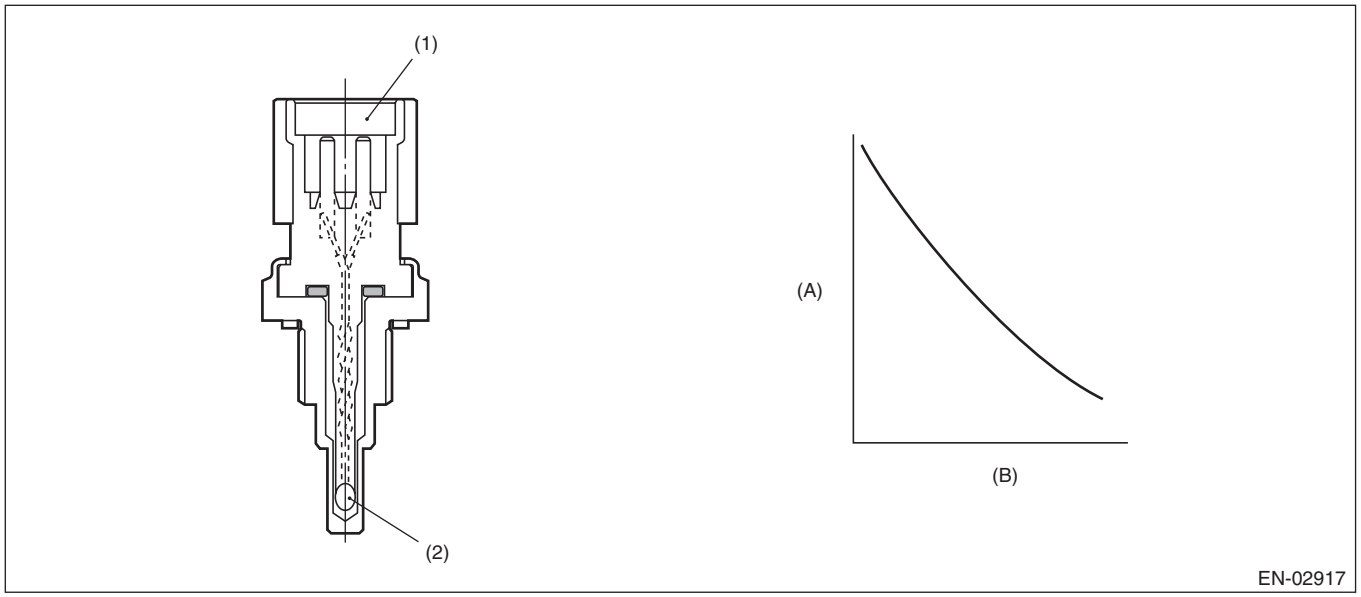
Memorize the freeze frame data. (For test mode $02)

Z: DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of the engine coolant temperature sensor characteristics.
Memorize the engine coolant temperature and fuel temperature at the last engine stop, and use them to judge as NG when the engine coolant temperature does not decrease when it should.

2. COMPONENT DESCRIPTION



(A) Resistance value (kΩ)
(B) Temperature °C (°F)
(1) Connector
(2) Thermistor element

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Refueling from the last engine stop till the current engine start	None
Fuel level	15.0 ℓ (3.96 US gal, 3.3 Imp gal)
Engine coolant temperature at the last engine stop	≥ 75°C (167°F) and < 100°C (212°F)

4. GENERAL DRIVING CYCLE

Perform the diagnosis only once after starting the engine.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG if the continuous time with the following conditions established is more than 2.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature at the last engine stop – Minimum engine coolant temperature after the engine start	< 2.5°C (4.5°F)
Fuel temperature at the last engine stop – Fuel temperature	5°C (9°F)
Intake air temperature – Fuel temperature	2.5°C (4.5°F)
Fuel temperature	35°C (95°F)

Normality Judgment

When the following conditions are established, judged as OK.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature at the last engine stop – Minimum engine coolant temperature after the engine start	≥ 2.5°C (4.5°F)

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

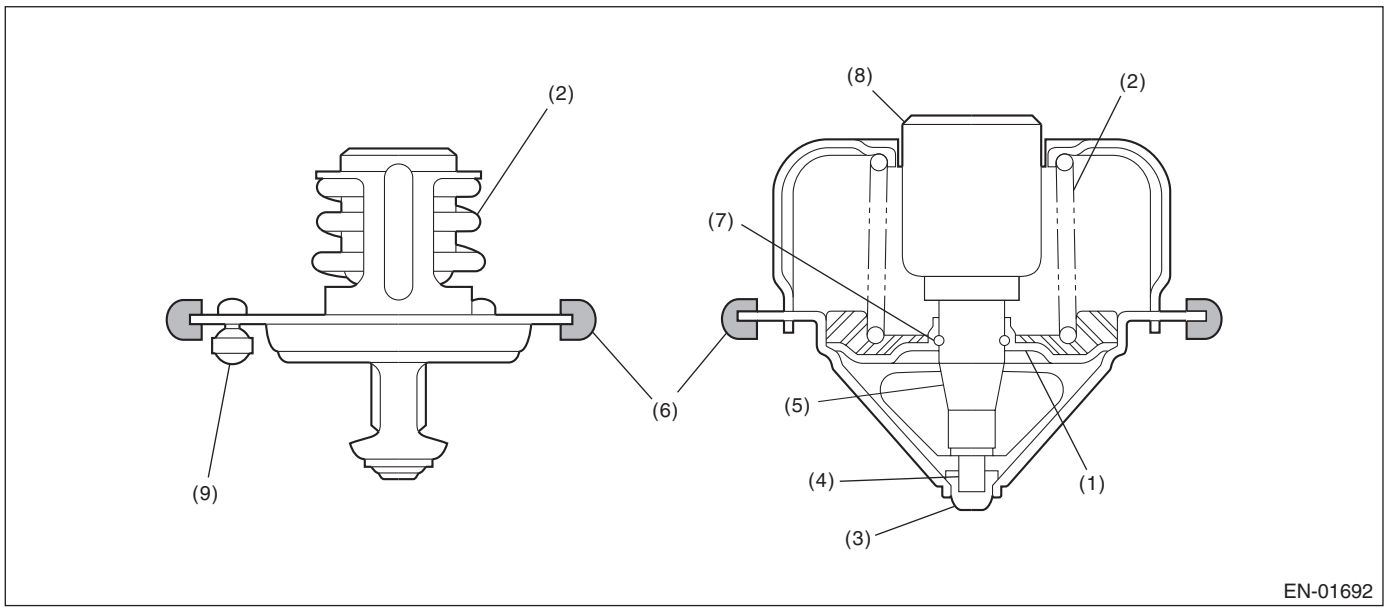
Memorize the freeze frame data. (For test mode $02)

AA:DTC P0128 COOLANT THERMOSTAT (ENGINE COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE)

1. OUTLINE OF DIAGNOSIS

Detect malfunctions of the thermostat function.
Judge as NG when the engine coolant temperature is lower than the estimated engine coolant temperature and the difference between them is large. Judge as OK when the engine coolant temperature comes to 70°C (158°F), and the difference is small, before judging NG.

2. COMPONENT DESCRIPTION



(1) Valve
(2) Spring
(3) Stopper
(4) Piston
(5) Guide
(6) Rubber packing
(7) Stop ring
(8) Wax element
(9) Jiggle valve

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 30 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Engine coolant temperature at engine starting	< 55°C (131°F)
Engine coolant temperature	< 75°C (167°F)
(Estimated – measured) Engine coolant temperature	> 30°C (54°F)
Vehicle speed	≥ 30 km/h (19 MPH)
Estimated coolant temperature	≥ 75°C (167°F)
Estimate ambient temperature	≥ –7°C (19°F)

Time Needed for Diagnosis: Not fixed
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Engine coolant temperature at engine starting	< 55°C (131°F)
Engine coolant temperature	≥ 75°C (167°F)
(Estimated – measured) Engine coolant temperature	≤ 30°C (54°F)

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

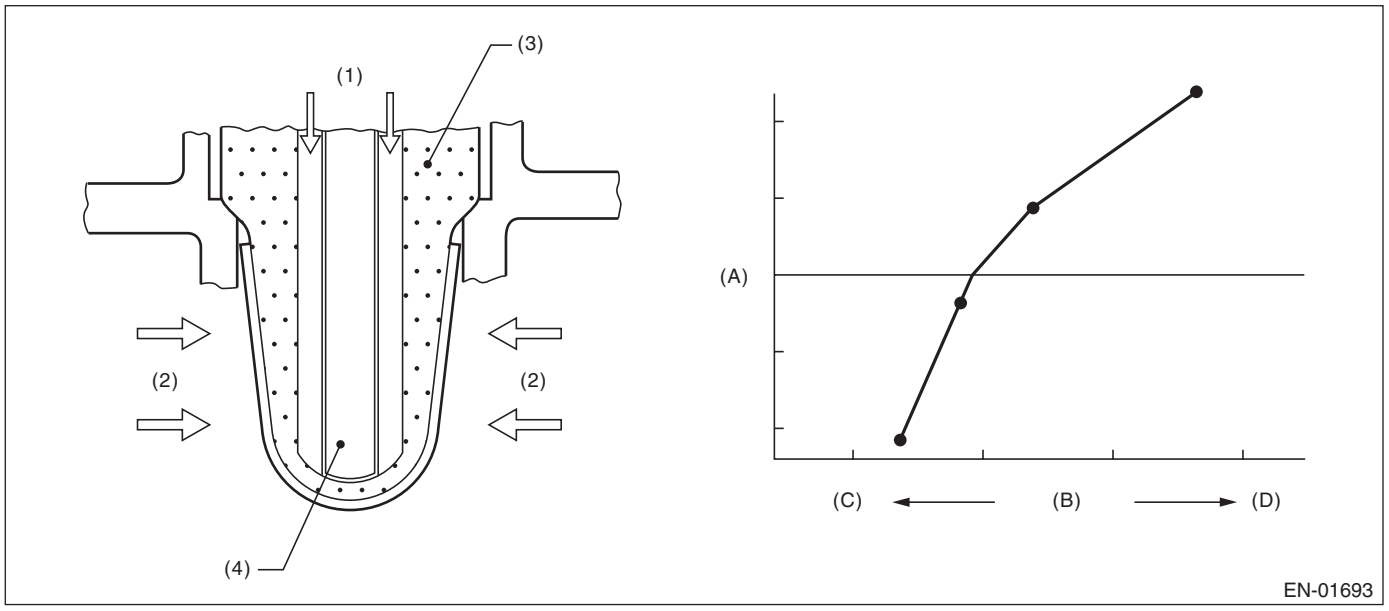
- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

AB:DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of sensor.
Judge as NG when the element applied voltage is out of range, or the element current is out of range.

2. COMPONENT DESCRIPTION



(A) Electromotive force
(B) Air fuel ratio
(C) Lean
(D) Rich
(1) Atmosphere
(2) Exhaust gas
(3) ZrO_2
(4) Ceramic heater

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting any one of the malfunction criteria below is more than 1 second.

Judgment Value

Malfunction Criteria	Threshold Value
Input voltage	< 1.8 V
Input current	< –0.005 A

Time Needed for Diagnosis: 1 second
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to apply current to the heater.
- A/F main learning: Not allowed to calculate the A/F main learning compensation factor.
- A/F sub learning: Not allowed to calculate the A/F sub learning compensation factor.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

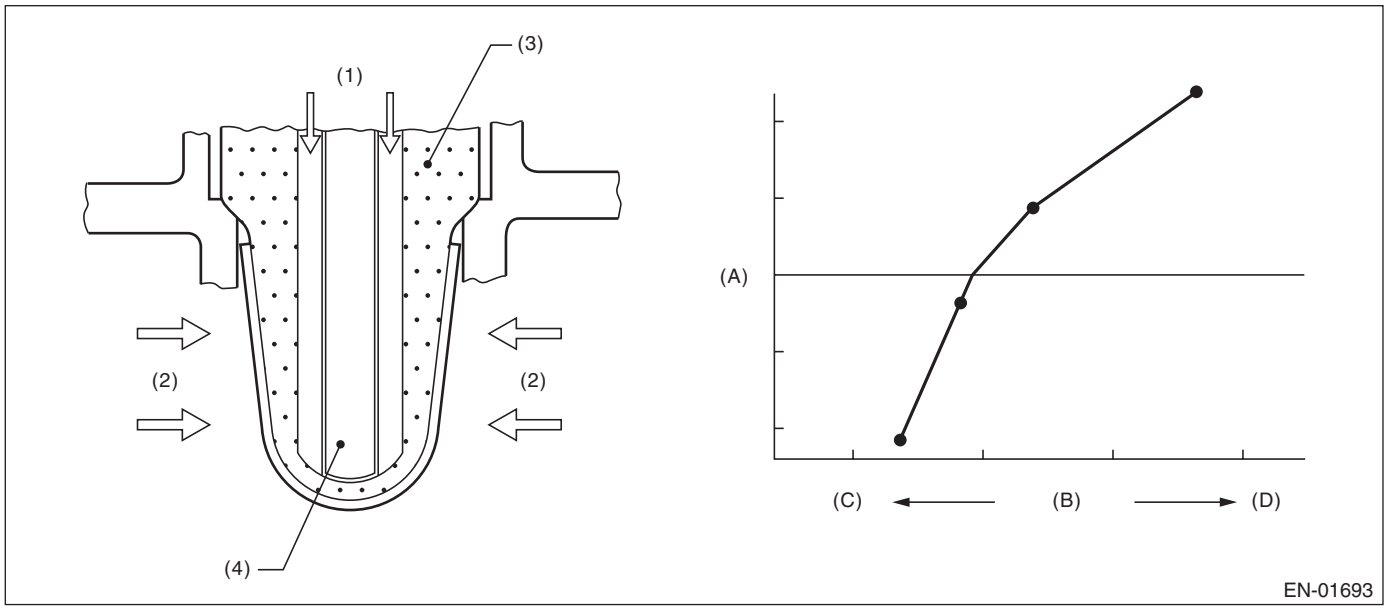
Memorize the freeze frame data. (For test mode $02)

AC:DTC P0132 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of sensor.
Judge as NG when the element applied voltage is out of range, or the element current is out of range.

2. COMPONENT DESCRIPTION



(A) Electromotive force
(B) Air fuel ratio
(C) Lean
(D) Rich
(1) Atmosphere
(2) Exhaust gas
(3) ZrO_2
(4) Ceramic heater

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting any one of the malfunction criteria below is more than 1 second.

Judgment Value

Malfunction Criteria	Threshold Value
Input voltage	≥ 3.8 V
Input current	≥ 0.005 A

Time Needed for Diagnosis: 1 second
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to apply current to the heater.
- A/F main learning: Not allowed to calculate the A/F main learning compensation factor.
- A/F sub learning: Not allowed to calculate the A/F sub learning compensation factor.
- Purge control: Not allowed to purge.

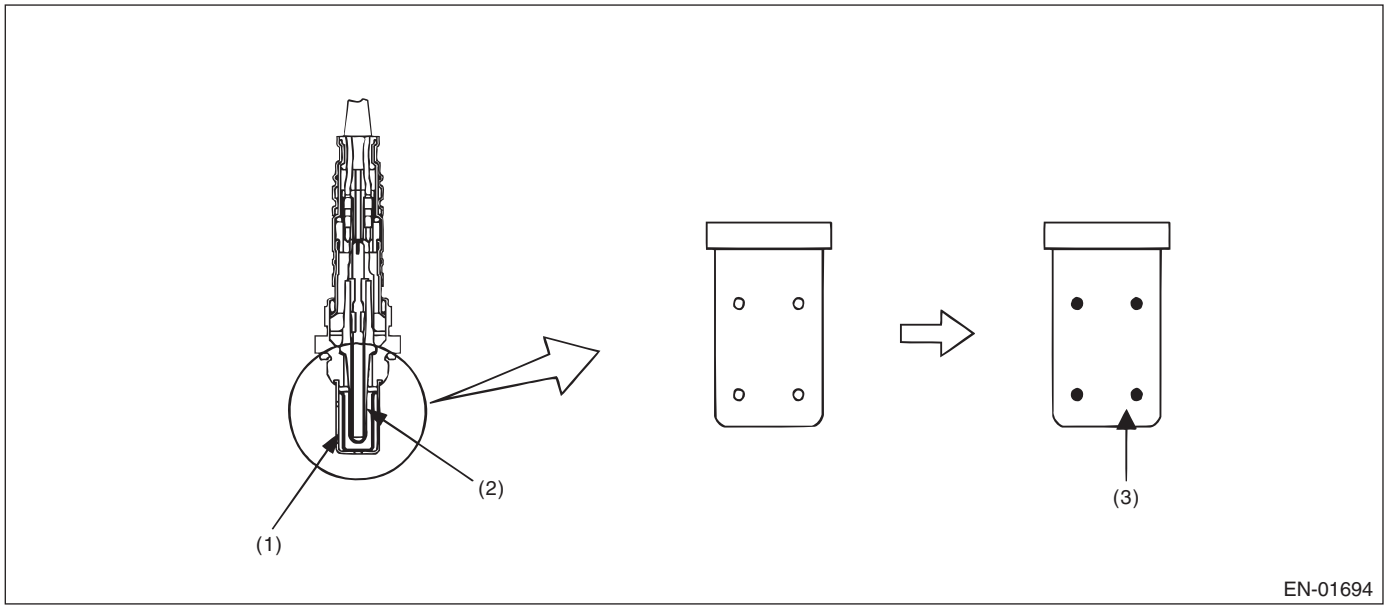
9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

AD:DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1)

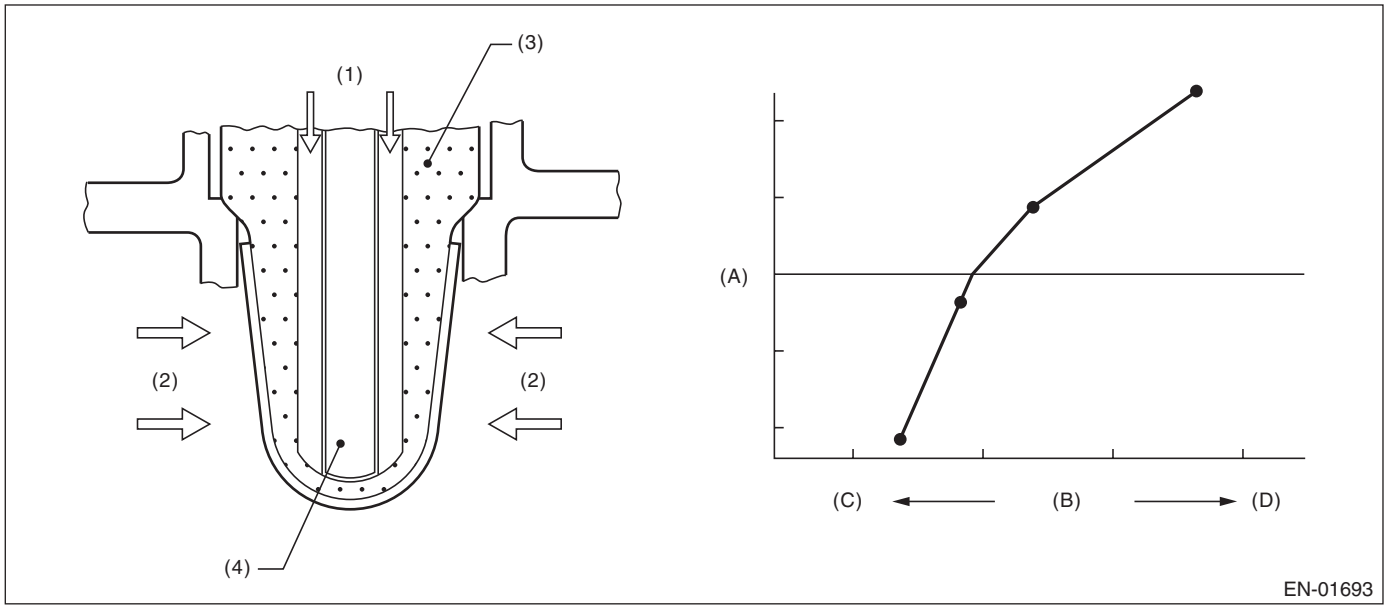
1. OUTLINE OF DIAGNOSIS

Detect the slow response of front oxygen (A/F) sensor.
Front oxygen (A/F) sensor cover has some ventilation holes for exhaust gas. Clogged ventilation holes are diagnosed.
When the holes are clogged, the A/F output variation becomes compared with the actual A/F variation because oxygen which reaches the zirconia layer is insufficient. Therefore, if the sensor cover holes are clogged, the rich to lean judgment in the ECM is delayed when the change from rich to lean occurs.
Judge as NG when the actual movement in comparison to the ECM control amount is slow.



(1) Cover (2) Zirconia (3) Clogging

2. COMPONENT DESCRIPTION



(A) Electromotive force
(B) Air fuel ratio
(C) Lean
(D) Rich
(1) Atmosphere
(2) Exhaust gas
(3) ZrO_2
(4) Ceramic heater

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
All secondary parameters enable conditions	1 second or more
Battery voltage	> 10.9 V
Atmospheric pressure	> 75.1 kPa (563 mmHg, 22.2 inHg)
Closed loop control with main feedback	Operating
Front oxygen (A/F) sensor impedance	0 — 50 Ω
After engine starting	120 seconds or more
Engine coolant temperature	≥ 75°C (167°F)
Engine speed	1000 — 3200 rpm
Vehicle speed	10 — 120 km/h (6 — 75 MPH)
Amount of intake air	10 — 40 g (0.35 — 1.41 oz)/s
Engine load change during 0.5 engine revs.	≤ 0.02 g (0.001 oz)/rev
Learning value of EVAP conc. during purge	≤ 0.2
Total time of operating canister purge	20 seconds or more

4. GENERAL DRIVING CYCLE

Perform diagnosis only once at a constant speed of 10 to 120 km/h (6 to 75 MPH) after 120 seconds or more have passed after the engine starting.

5. DIAGNOSTIC METHOD

Calculate faf difference every 128 milliseconds, and the λ value difference. Calculate the diagnostic value after calculating for 210 seconds.
Judge as NG when the malfunction criteria below are met. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
parafca = td2faf/td2lmd	≥ 0.44
where,	
td2faf (N) = td2faf (n–1) + |d2faf (n)|	
td2lmd (N) = td2lmd (n–1) + |d2lmd (n)|	
add up to a total of 210 seconds	
d2faf (n) = (faf (n) – faf (n–1)) – (faf (n–1) – faf (n–2))	
d2lmd (n) = (lmd (n) – lmd (n–1)) – (lmd (n–1) – lmd (n–2))	
faf = main feedback compensation coefficient every 128 milliseconds	
lmd = output lambda every 128 milliseconds	

Time Needed for Diagnosis: 210 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning compensation: Not allowed to calculate.
- A/F sensor sub learning compensation: Not allowed to calculate.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

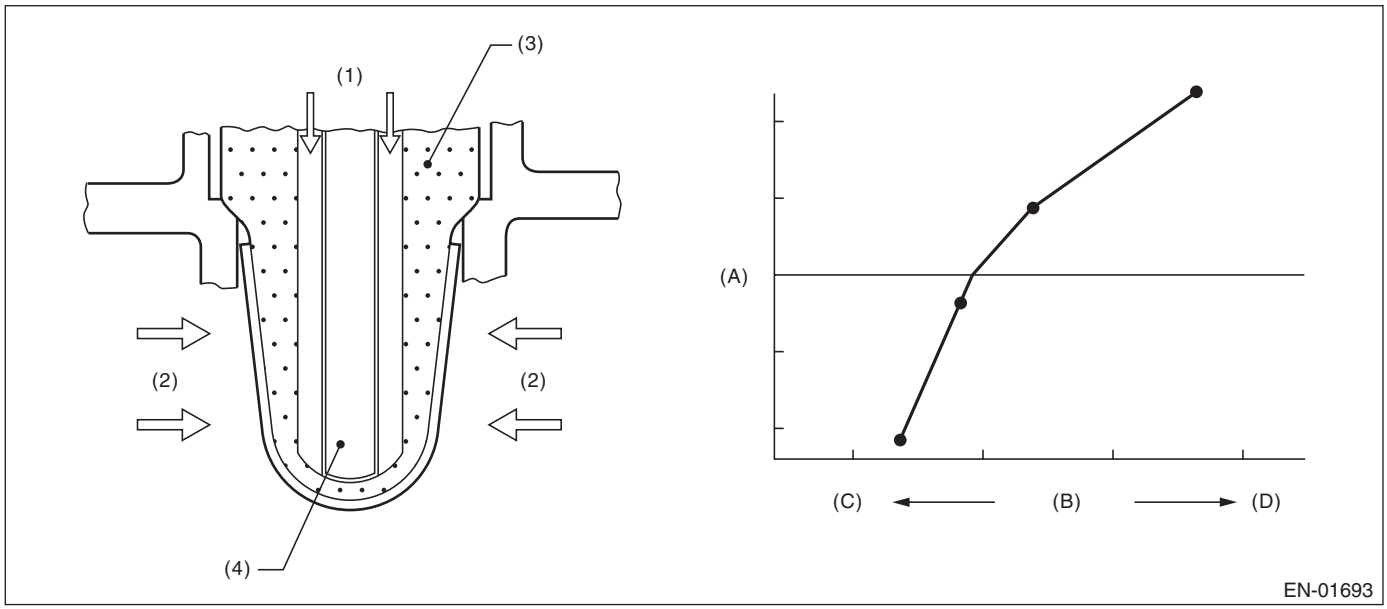
- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

AE:DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect open circuits of the sensor.
Judge as NG when the impedance of the element is large.

2. COMPONENT DESCRIPTION



(A) Electromotive force
(B) Air fuel ratio
(C) Lean
(D) Rich
(1) Atmosphere
(2) Exhaust gas
(3) ZrO_2
(4) Ceramic heater

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than 5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Time of heater duty ≥ 70%	≥ 30 sec.
Front oxygen (A/F) sensor impedance	≥ 500 Ω

Time Needed for Diagnosis: 5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to apply current to the heater.
- A/F main learning: Not allowed to calculate the A/F main learning compensation factor.
- A/F sub learning: Not allowed to calculate the A/F sub learning compensation factor.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

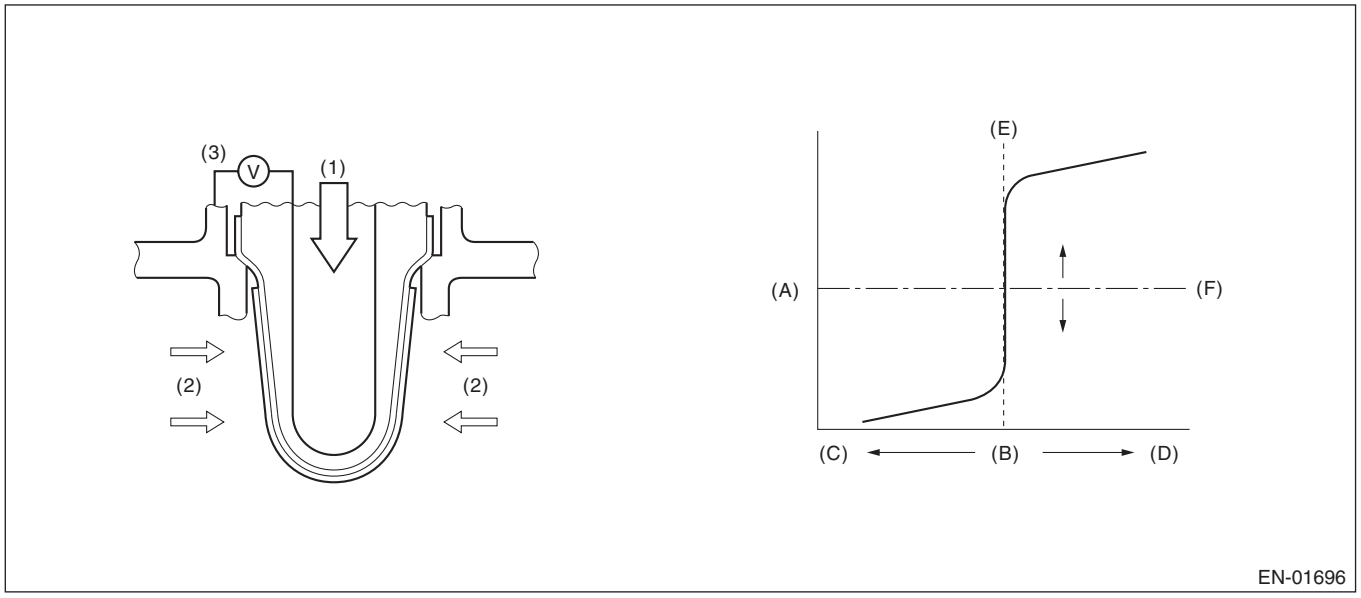
Memorize the freeze frame data. (For test mode $02)

AF:DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2)

1. OUTLINE OF DIAGNOSIS

Detect the continuity NG of oxygen sensor. If the oxygen sensor voltage reading is not within the probable range considering the operating conditions, judge as NG.

2. COMPONENT DESCRIPTION



(A) Electromotive force
(B) Air fuel ratio
(C) Rich
(D) Lean
(E) Theoretical air fuel ratio
(F) Comparative voltage

(1) Atmosphere
(2) Exhaust gas
(3) Electromotive force

3. ENABLE CONDITION

Used only for abnormality judgment

Secondary Parameters	Enable Conditions
High side	
Secondary air injection system	Not in operation
Closed loop control with the oxygen sensor	In operation
Misfire detection during 200 revs.	< 5 times
Front oxygen (A/F) sensor compensation coefficient	Not in limit value
Battery voltage	> 10.9 V
Low side 1	
Secondary air injection system	Not in operation
Closed loop control with the oxygen sensor	In operation
Misfire detection during 200 revs.	< 5 times
Front oxygen (A/F) sensor compensation coefficient	Not in limit value
Battery voltage	> 10.9 V
Amount of intake air	≥ 10 g/second
Low side 2	
Secondary air injection system	Not in operation
Closed loop control with the oxygen sensor	In operation
Misfire detection during 200 revs.	< 5 times
Front oxygen (A/F) sensor compensation coefficient	Not in limit value
Battery voltage	> 10.9 V
Amount of intake air	< 10 g/second
Current continuation time of the rear oxygen sensor heater	30 seconds or more
Low side 3	
Secondary air injection system	Not in operation
Closed loop control with the oxygen sensor	In operation
Misfire detection during 200 revs.	< 5 times
Front oxygen (A/F) sensor compensation coefficient	Not in limit value
Battery voltage	> 10.9 V
Amount of intake air	< 10 g/second
Current continuation time of the rear oxygen sensor heater	30 seconds or more
Fuel cut	Experienced

Used only for normality judgment

Secondary Parameters	Enable Condition
Secondary air injection system	Not in operation
Closed loop control with the oxygen sensor	In operation
Misfire detection during 200 revs.	< 5 times
Front oxygen (A/F) sensor compensation coefficient	Not in limit value
Battery voltage	> 10.9 V

4. GENERAL DRIVING CYCLE

After starting the engine, perform the diagnosis in series while the engine is in a constant operating condition.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG if the continuous time when the following conditions are established exceeds the predetermined time, and judge as OK if it doesn't.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
High side Maximum output voltage without continuity	≥ 1200 mV	P0138
Low side Minimum output voltage without continuity	< 30 mV	P0137

Time Needed for Diagnosis

High side: 2.5 seconds
Low side 1: 20 seconds
Low side 2: 40 seconds
Low side 3: Value from Map

Map

Fuel Cut Time (Seconds)	Time Needed for Diagnosis (Seconds)
0	40
2	40
10	60

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

Sub feedback control: Not allowed.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

AG:DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2)

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection conditions, refer to DTC P0137. <Ref. to GD(H4SO)-65, DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

AH:DTC P0139 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2)

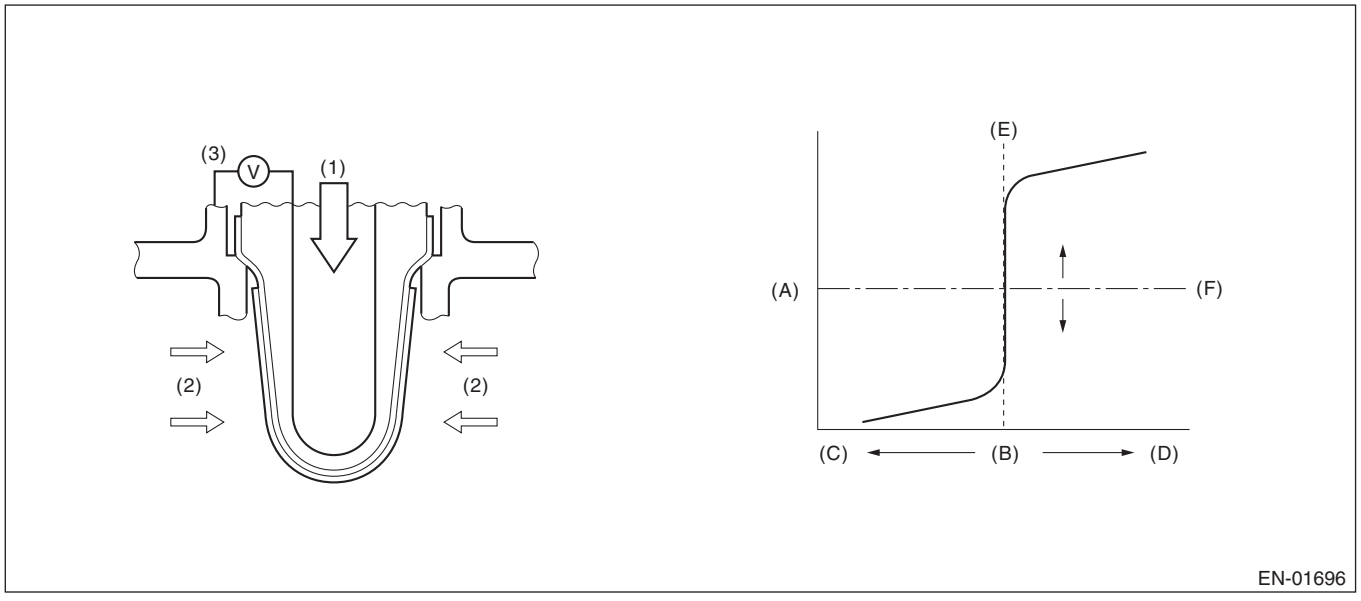
1. OUTLINE OF DIAGNOSIS

Detect the slow response of the oxygen sensor.
Judge as NG if either the rich to lean response diagnosis or lean to rich response diagnosis is NG, and judge as OK if both are OK.
[Rich → lean response diagnosis]
1. Measure the response time for oxygen sensor output changes when the A/F ratio changes to rich to lean. If the measured response time is larger than the threshold value, it is NG. If it is smaller, it is OK.
2. Judge as NG when the oxygen sensor voltage is large (rich) when recovering from a deceleration fuel cut.
[Lean → rich response diagnosis]
1. Measure the response time for oxygen sensor output changes when the A/F ratio changes to lean to rich. If the measured response time is larger than the threshold value, it is NG.
2. Judge as NG when the oxygen sensor voltage remains small when recovering from a deceleration fuel cut.

Diagnostic method

Measure the response time of the output change of the oxygen sensor when the A/F ratio changes to rich to lean. And judge as NG when the measured response time is larger than the threshold value.

2. COMPONENT DESCRIPTION



(A)	Electromotive force	(C)	Rich	(E)	Theoretical air fuel ratio
(B)	Air fuel ratio	(D)	Lean	(F)	Comparative voltage
(1)	Atmosphere	(2)	Exhaust gas	(3)	Electromotive force

3. ENABLE CONDITION

- Rich → lean response diagnosis

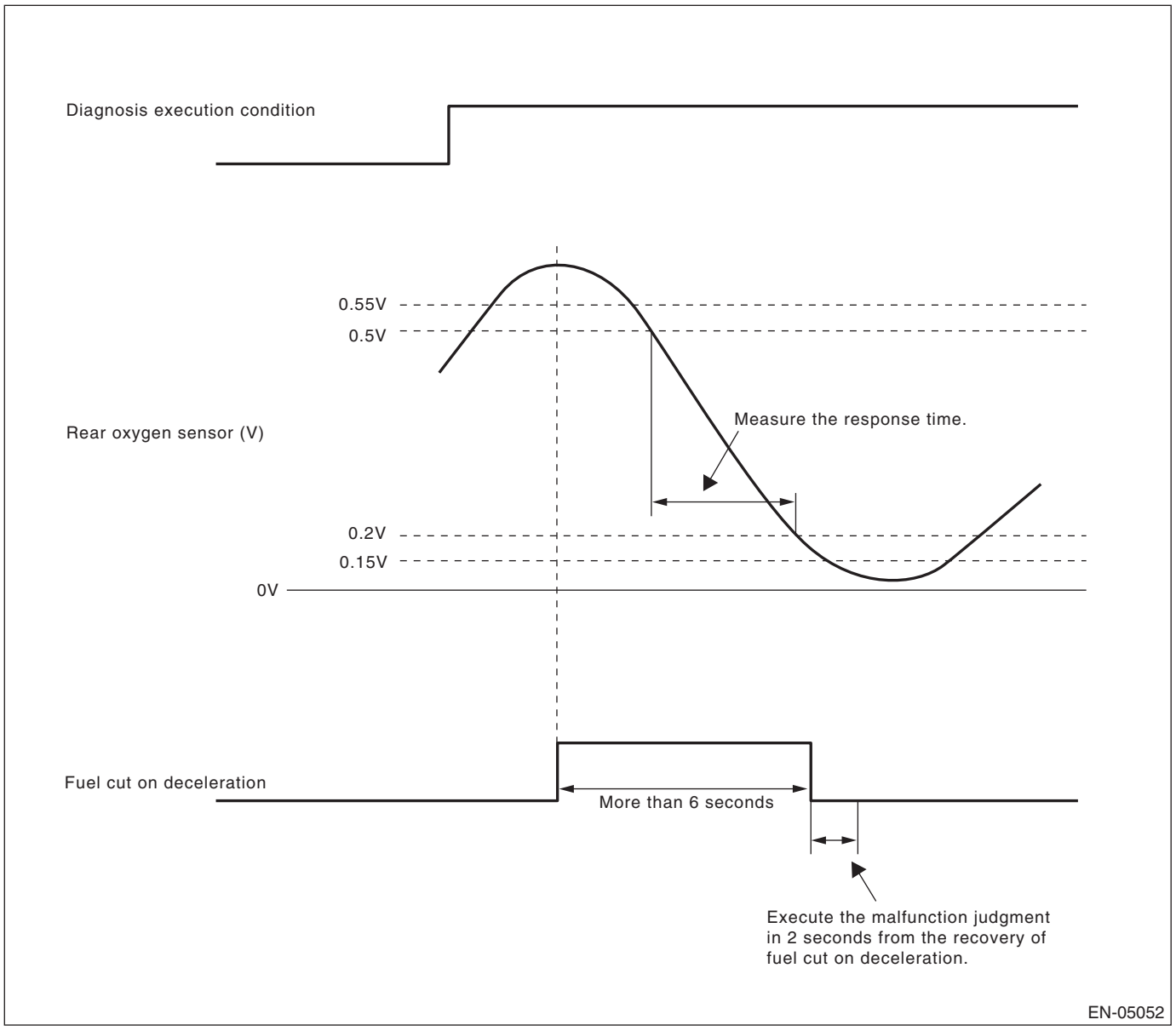
Secondary Parameters	Enable Condition
Battery voltage	> 10.9 V
A/F sub feedback control condition	Completed
Deceleration fuel cut time is 6 seconds or more.	Experienced
After fuel cut	≥ 2 sec.
Rear oxygen heater current calculation time	≥ 60 sec.
Rear oxygen heater current continuous time	≥ 30 sec.
Estimated temperature in the catalytic layer	≥ 400°C (752°F)

4. GENERAL DRIVING CYCLE

Perform the diagnosis only once when deceleration fuel cut occurs after rapid acceleration. (Pay attention to the oxygen sensor voltage to decide on the timing of the deceleration.)

5. DIAGNOSTIC METHOD

When the oxygen sensor output voltage changes from 0.55 V (rich) to 0.15 V (lean), calculate the minimum response time for output change between 0.5 V and 0.2 V for the judgment criteria.



Abnormality Judgment

1. Judge as NG when the judgment value is larger than the threshold value after deceleration fuel cut.
Response time (diagnosis value) > threshold value → abnormal

NOTE:
Variation time of rear oxygen sensor output voltage is short during fuel shut-off in deceleration. Carry out the NG judgment only after the fuel shut-off in deceleration. Even without deceleration fuel cut, judge as OK if the value is below the threshold.
When the deceleration fuel cut time is more than 6 seconds, judge as NG if the following criteria are met 2 seconds after recovering from the deceleration fuel cut.

2. Judge as NG when the oxygen sensor voltage at recovery from a deceleration fuel cut is large.
If the fuel cut time in a deceleration fuel cut is long (more than 6 s), and even after recovering from a deceleration fuel cut, the oxygen sensor voltage is high (0.55 V or more), judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Shortest time change from rich (0.5 V O_2 output) to lean (0.2 V) when voltage reduces from 0.55 V to 0.15 V	> 0.491 second
Time at 0.55 V or more	> 2 sec.

Time Needed for Diagnosis: 1 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

1. Regardless of a deceleration fuel cut, if the response time (diagnosis value) when the oxygen sensor voltage has changed from rich to lean is shorter than the threshold value (judgment value), judge as a normal condition.
Response time (diagnosis value) ≤ threshold value → normal
2. Do not judge as a normal condition.
Judge as OK when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Shortest time change from rich (0.5 V O_2 output) to lean (0.2 V) when voltage reduces from 0.55 V to 0.15 V	≤ 0.491 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Sub feedback control: Not allowed.

9. ECM OPERATION AT DTC SETTING

- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

10.ENABLE CONDITION

- Lean → rich response diagnosis

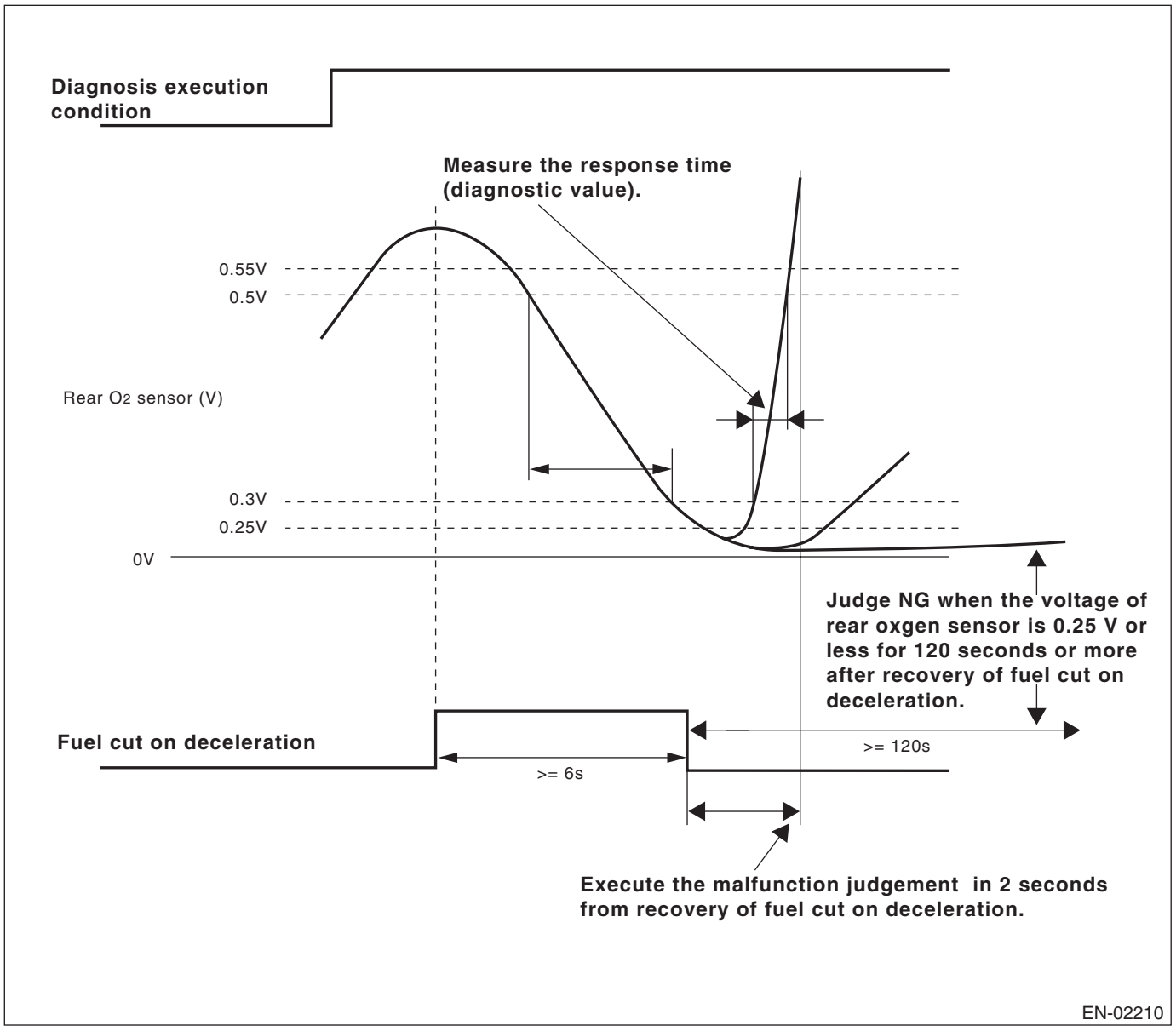
Secondary Parameters	Enable Conditions
Battery voltage	> 10.9 V
A/F main feedback control condition	Completed
Deceleration fuel cut ≥ 6 seconds	Experienced
After fuel cut	≥ 2 sec.

11.GENERAL DRIVING CYCLE

Perform the diagnosis only once when deceleration fuel cut occurs after rapid acceleration. (Pay attention to the oxygen sensor voltage for the timing of the deceleration.)

12.DIAGNOSTIC METHOD

Calculate the minimum value of 0.3 V to 0.5 V output change response time when the oxygen sensor output voltage changes from 0.25 V (lean) to 0.55 V (rich).



Abnormality Judgment

1. Judge as NG when the judgment value is larger than the threshold value after deceleration fuel cut.
Response time (diagnosis value) > threshold value → abnormal
2. If the oxygen sensor voltage is small after recovering from a deceleration fuel cut, and remains small, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Shortest time change from lean (0.3 V O_2 output) to rich (0.5 V) when voltage reduces from 0.5 V to 0.25 V	> 2 sec.
Time at less than 0.25 V	> 120 sec.

Time Needed for Diagnosis: 1 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

1. Regardless of a deceleration fuel cut, if the response time (diagnostic value) when the oxygen sensor voltage has changed from rich to lean is shorter than the threshold value (judgment value), judge as normal.
Response time (diagnostic value) ≤ threshold value → normal
2. Normality judgement is not to be performed.
Judge as OK when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Shortest time change from lean (0.3 V O_2 output) to rich (0.5 V) when voltage reduces from 0.55 V to 0.25 V	≤ 2 sec.

13.DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

14.MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

15.FAIL SAFE

Sub feedback control: Not allowed.

16.ECM OPERATION AT DTC SETTING

- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

AI: DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 2)

1. OUTLINE OF DIAGNOSIS

Detect abnormalities in the rear oxygen sensor output property.
When looking at the intake air amount, coolant temperature, main feedback control, deceleration fuel cut and other operating conditions, even though the rear oxygen sensor voltage should be moving under those conditions, if the voltage is low, this is judged as a Low side NG. If the voltage is high, it is judged as a High side NG.
When either Low side or High side is NG, judged as rear oxygen sensor property NG.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature	≥ 75°C (167°F)
Target output voltage of the rear oxygen sensor	≥ 0.6 V
Air intake amount	10 g (0.35 oz)/seconds or more
Battery voltage	> 10.9 V
Closed loop with the oxygen sensor	In operation
Misfire detection during 200 revs.	5 times or less
Front oxygen (A/F) sensor compensation coefficient	Not in limit value
Deceleration fuel cut of 5 seconds or more.	Experienced

3. GENERAL DRIVING CYCLE

Perform the diagnosis only once after idling.

4. DIAGNOSTIC METHOD

Abnormality Judgment

When one of the following conditions is established, judged as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Maximum output voltage low side diagnosis	< 0.55 V
Minimum output voltage high side diagnosis	> 0.25 V

Time Needed for Diagnosis: 200 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

When the following conditions are established, judged as OK.

Judgment Value

Malfunction Criteria	Threshold Value
Maximum output voltage low side diagnosis	≥ 0.55 V
Minimum output voltage high side diagnosis	≤ 0.25 V

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

Sub feedback control: Not allowed.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

AJ:DTC P0171 SYSTEM TOO LEAN (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect fuel system malfunction by the amount of main feedback control.

Diagnostic Method

Fuel system is diagnosed by comparing the target air fuel ratio calculated by ECM with the actual air fuel ratio measured by sensor.

2. ENABLE CONDITION

- Lean side

Secondary Parameters	Enable Conditions
A/F main learning system	In operation
Engine coolant temperature	≥ 75°C (167°F)
Amount of intake air	≥ Value from Map 5
Intake air change during 0.5 engine revs.	≤ 0.02 g (0.001 oz)/rev

Map 5

Engine speed (rpm)	Idling	650	1000	1500	2000	2500	3000	3500	4000	4500
Measured value (g(oz)/rev)	NA	0.203 (0.0072)	0.183 (0.0065)	0.155 (0.0055)	0.149 (0.0053)	0.157 (0.0055)	0.162 (0.0057)	0.18 (0.0063)	0.193 (0.0068)	0.205 (0.0072)

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at idling or at a constant speed after warming up the engine.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Compare the diagnosed value (fsobd) with the threshold value, and if a condition where the malfunction criteria below are met continues for more than 50 seconds, judge that there is a fault in the fuel system.

Judgment Value

Malfunction Criteria	Threshold Value
fsobd = (sglmd – tglmda) + faf + flaf	≥ fsobdL1
where,	See Map 4
sglmd = measured lambda	
tglmda = target lambda	fsobdL1 = lean side threshold value of fsobd
faf = main feedback compensation coefficient (every 64 milliseconds)	
flaf = main feedback learning compensation coefficient	

Map 4 Threshold value for fuel system malfunction criteria

Amount of air (g(oz)/s)	0 (0)	3.2 (0.113)	6.4 (0.226)	9.6 (0.339)	12.8 (0.451)	16 (0.564)	19.2 (0.677)
fsobdL1 (%)	40	40	33.2	26.5	26.5	26.5	26.5

Time Needed for Diagnosis: 10 seconds × 5 times
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK when the malfunction criteria below continue for 10 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
fsobd = (sglmd – tglmda) + faf + flaf	< 19%

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When similar driving conditions are repeated 3 times and the result is OK.
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

AK:DTC P0172 SYSTEM TOO RICH (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect fuel system malfunction by the amount of main feedback control.

Diagnostic Method

Fuel system is diagnosed by comparing the target air fuel ratio calculated by ECM with the actual air fuel ratio measured by sensor.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
A/F main learning system	In operation
Engine coolant temperature	≥ 75°C (168°F)
Amount of intake air	≥ Value from Map 5
Intake air change during 0.5 engine revs.	≤ 0.02 g (0.001 oz)/rev
Learning value of EVAP conc. during purge	< 0.1
Cumulative time of canister purge after engine start	20 seconds or more
Continuous period after canister purge starting	30 seconds or more

Map 5

Engine speed (rpm)	Idling	650	1000	1500	2000	2500	3000	3500	4000	4500
Measured value (g(oz)/rev)	NA	0.203 (0.0072)	0.183 (0.0065)	0.155 (0.0055)	0.149 (0.0053)	0.157 (0.0055)	0.162 (0.0057)	0.18 (0.0063)	0.193 (0.0068)	0.205 (0.0072)

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at idling or at a constant speed after warming up the engine.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Compare the diagnosed value (fsobd) with the threshold value, and if a condition where the malfunction criteria below are met continues for more than 50 seconds, judge that there is a fault in the fuel system.

Judgment Value

Malfunction Criteria	Threshold Value
fsobd = (sglmd – tglmda) + faf + flaf where, sglmd = measured lambda tglmda = target lambda faf = main feedback compensation coefficient every 64 milliseconds flaf = main feedback learning compensation coefficient	≤ fsobdR1 See Map 4 fsobdR1 = rich side threshold value of fsobd

Map 4 Threshold value for fuel system malfunction criteria

Amount of air (g(oz)/s)	0 (0)	3.2 (0.113)	6.4 (0.226)	9.6 (0.339)	12.8 (0.451)	11.7 (0.413)	19.2 (0.677)
fsobdR1 (%)	–40	–40	–33.2	–26.5	–26.5	–26.5	–26.5

Time Needed for Diagnosis: 10 seconds × 5 times
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK when the malfunction criteria below continues for 10 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
fsobd = (sglmd – tglmda) + faf + flaf	≥ –20%

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When similar driving conditions are repeated 3 times and the result is OK.
- When “Clear Memory” is performed

7. FAIL SAFE

Purge control solenoid valve control: Not allowed to purge.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

AL:DTC P0181 FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/ PERFORMANCE

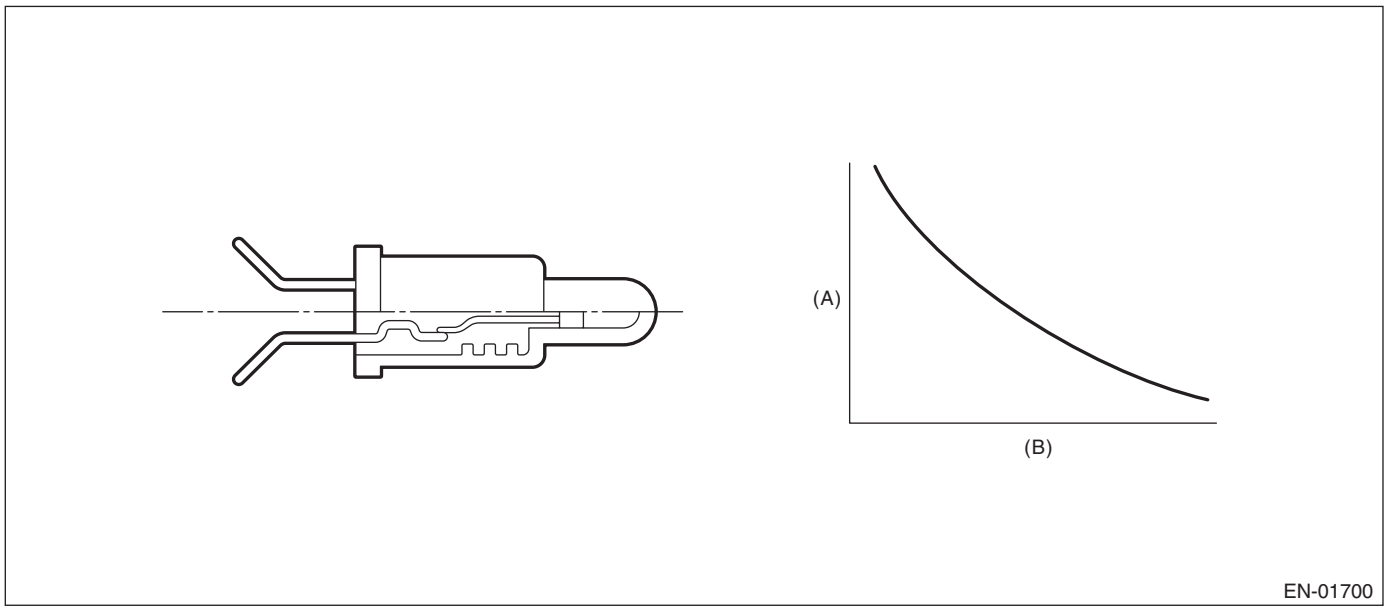
1. OUTLINE OF DIAGNOSIS

Detect faults in the fuel temperature sensor output properties.
Diagnosis is performed in two methods; drift diagnosis and stuck diagnosis. If either is NG, judge as NG. If both are OK, Judge as OK and clear the NG.

DRIFT DIAGNOSIS

Normally fuel temperature is lower than engine coolant temperature. When the fuel temperature becomes higher than the engine coolant temperature, the range is considered to be shifted, and judged as NG.

2. COMPONENT DESCRIPTION



(A) Resistance value (Ω)
(B) Fuel temperature °C (°F)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 120 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel level	≥ 9.0 ℓ (2.38 US gal, 1.98 Imp gal)
After engine starting	20 seconds or more
Engine coolant temperature – Engine coolant temperature at engine start	> 10°C (18°F)
Fuel temperature – Engine coolant temperature	≥ 10°C (18°F)
Battery voltage	> 10.9 V

Time Needed for Diagnosis: 120 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel level	≥ 9.0 ℓ (2.38 US gal, 1.98 Imp gal)
After engine starting	20 seconds or more
Engine coolant temperature – Engine coolant temperature at engine start	> 10°C (18°F)
Fuel temperature – Engine coolant temperature	< 10°C (18°F)
Engine coolant temperature	< 75°C (167°F)
Battery voltage	> 10.9 V

Stuck Diagnosis

As the engine warms up (cumulative amount of intake air after starting is large), if the fuel temperature which should rise does not, determine as being stuck and NG.

6. ENABLE CONDITION

Secondary Parameters	Enable Conditions
After engine starting	20 seconds or more
Battery voltage	> 10.9 V

7. GENERAL DRIVING CYCLE

Always perform diagnosis after 20 seconds have passed since the engine started.

8. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Accumulated amount of intake air	≥ 551 kg (1215 lb)
Fuel temperature difference between Max. and Min.	< 2°C (3.6°F)

Time Needed for Diagnosis: Undetermined
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Accumulated amount of intake air	≥ 551 kg (1215 lb)
Fuel temperature difference between Max. and Min.	≥ 2°C (3.6°F)

9. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

10.MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

11.FAIL SAFE

None

12.ECM OPERATION AT DTC SETTING

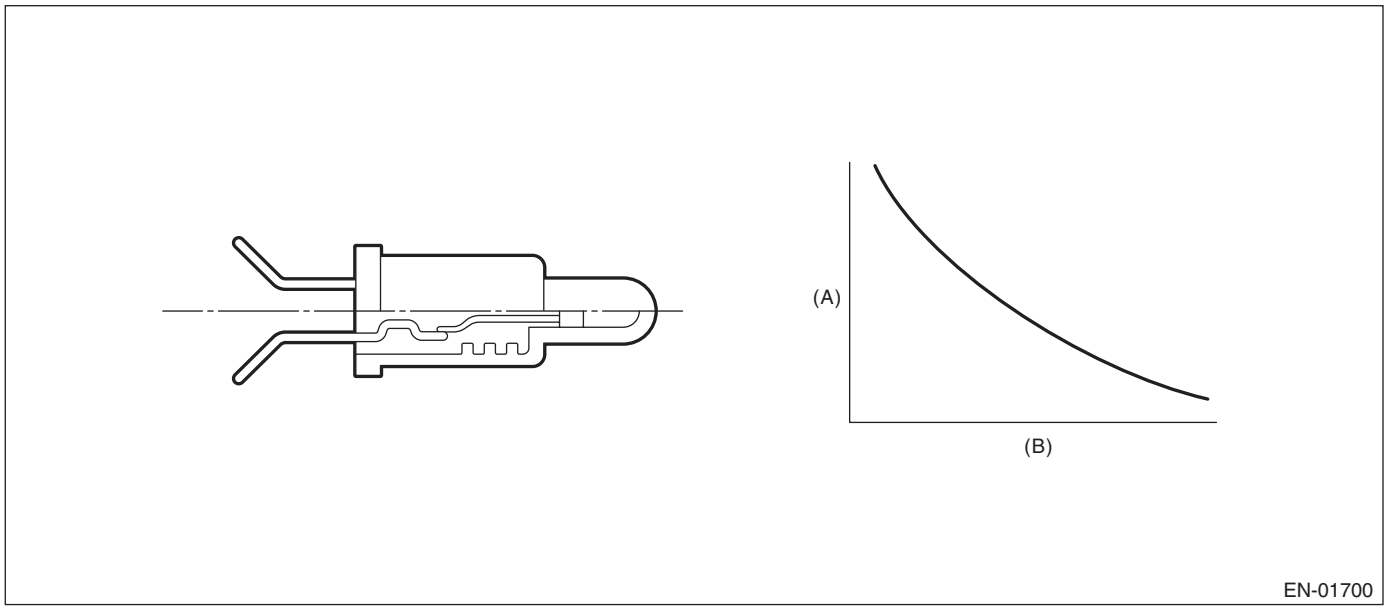
Memorize the freeze frame data. (For test mode $02)

AM:DTC P0182 FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of fuel temperature sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(A) Resistance value (Ω) (B) Fuel temperature °C (°F)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 2.5 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 0.166 V
Battery voltage	≥ 10.9 V

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 0.166 V
Battery voltage	≥ 10.9 V

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

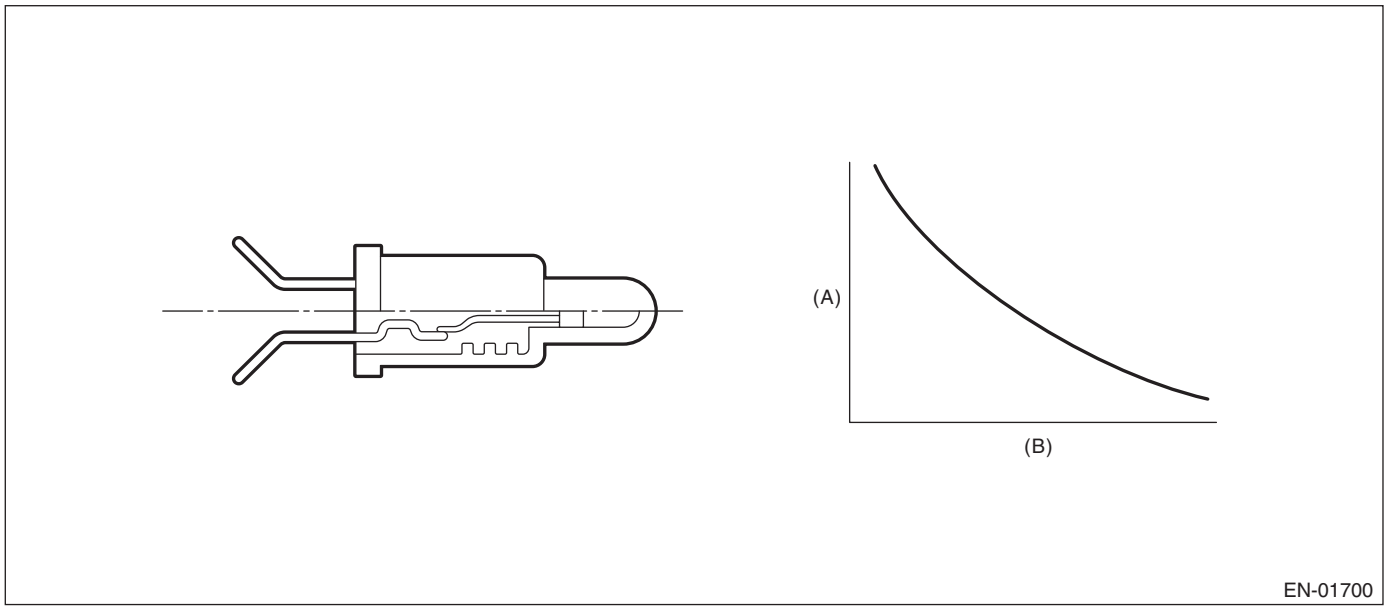
Memorize the freeze frame data. (For test mode $02)

AN:DTC P0183 FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of fuel temperature sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(A) Resistance value (Ω) (B) Fuel temperature °C (°F)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 2.5 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.716 V
Battery voltage	≥ 10.9 V

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 4.716 V
Battery voltage	≥ 10.9 V

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

AO:DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/ PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect for abnormal values in the oil temperature sensor output properties.
Judge as NG when the oil temperature does not rise even though the engine is running under a condition where it should rise.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Engine speed	500 rpm

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after starting the engine.

4. DIAGNOSTIC METHOD

Abnormality Judgment

When the following conditions are established, judged as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Engine oil temperature	< 15°C (59°F)
After engine start oil temperature sensor characteristic diagnosis timer	≥ Judgment value for after engine start oil temperature sensor characteristic diagnosis timer

After engine start oil temperature sensor characteristic diagnosis timer (timer for diagnosis).
a. Timer stop at fuel cut mode
b. During the driving conditions except a) above, timer counts up.
64 milliseconds + TOILCNT milliseconds (at the time of 64 milliseconds)
Where, TOILCNT is determined as follows
TOILCNT = 0 (at idle switch ON)
For TOILCNT at Idle switch off, refer to the following table.

		Vehicle speed km/h (MPH)							
		0 (0)	8 (5)	16 (10)	24 (15)	32 (20)	40 (25)	48 (30)	56 (35)
Temperature °C (°F)	–30 (–22)	64 ms	73.2 ms	83.9 ms	96.3 ms	113.2 ms	133.9 ms	160.2 ms	194.6 ms
	–20 (–4)	64 ms	73.3 ms	84 ms	96.6 ms	113.7 ms	135 ms	162 ms	197.4 ms
	–10 (14)	64 ms	73.4 ms	84.2 ms	96.9 ms	114.5 ms	136.4 ms	164.4 ms	201.5 ms
	0 (32)	64 ms	73.5 ms	84.5 ms	97.4 ms	115.6 ms	138.5 ms	168 ms	207.6 ms
	10(50)	102.2 ms	114.8 ms	129.4 ms	146.7 ms	171.7 ms	203.4 ms	245.1 ms	302.1 ms

After engine start oil temperature characteristic diagnosis timer judgment value (t).
$t = 1882940 - 43302 \times Ti$ ($t \geq 1882940$)
Ti = The lowest coolant temperature after starting the engine
Time Needed for Diagnosis: Undetermined
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

When the following conditions are established, judged as OK.

Judgment Value

Malfunction Criteria	Threshold Value
Engine oil temperature	≥ 15°C (59°F)

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

Oil temperature sensor process: Engine oil temperature is fixed at 70°C (158°F).

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

AP:DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the oil temperature sensor.
Judge as NG when outside of the possible range.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Judge as NG when the continuous time when the following conditions are established is more than 0.5 seconds. Judge as OK and clear the NG when the following conditions are not established.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≤ 0.166 V

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

Oil temperature sensor process: Engine oil temperature is fixed at 70°C (158°F).

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

AQ:DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the oil temperature sensor.
Judge as NG when outside of the judgment value.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Judge as NG when the continuous time when the following conditions are established is more than 0.5 seconds. Judge as OK and clear the NG when the following conditions are not established.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.716 V

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

Oil temperature sensor process: Engine oil temperature is fixed at 70°C (158°F).

8. ECM OPERATION AT DTC SETTING

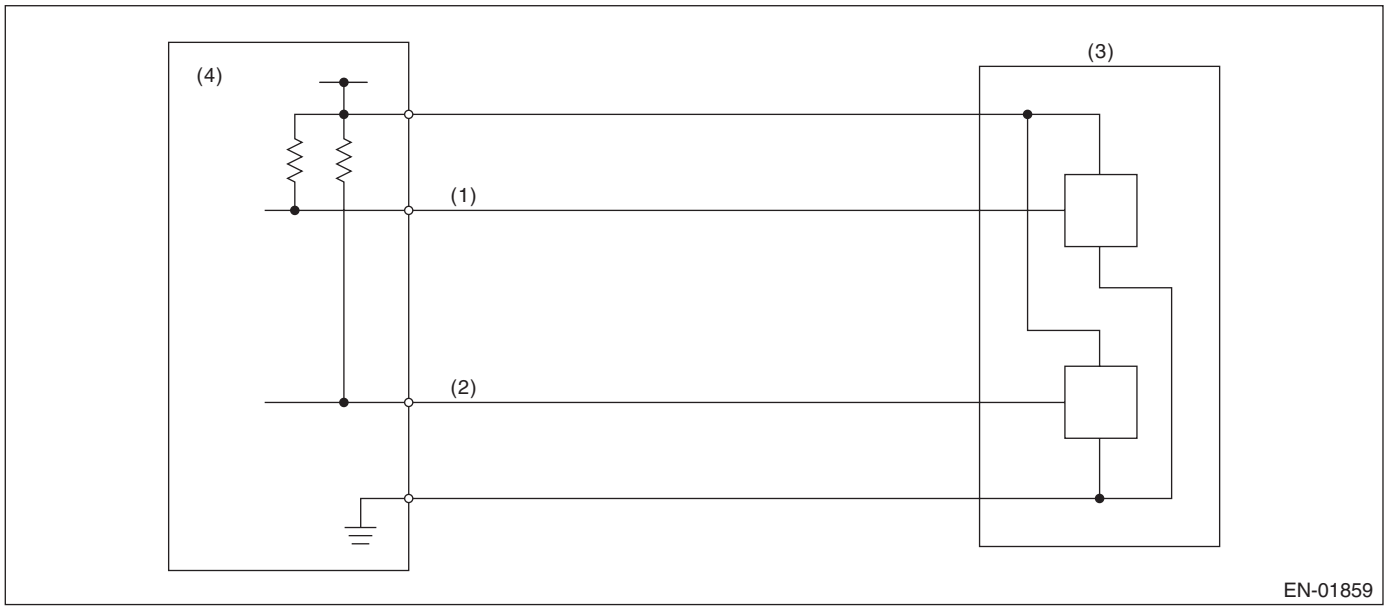
Memorize the freeze frame data. (For test mode $02)

AR:DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of throttle position sensor 2.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(1) Throttle position sensor 1 signal
(2) Throttle position sensor 2 signal
(3) Throttle position sensor
(4) Engine control module (ECM)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	≥ 0.749 V

Time Needed for Diagnosis: 24 milliseconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

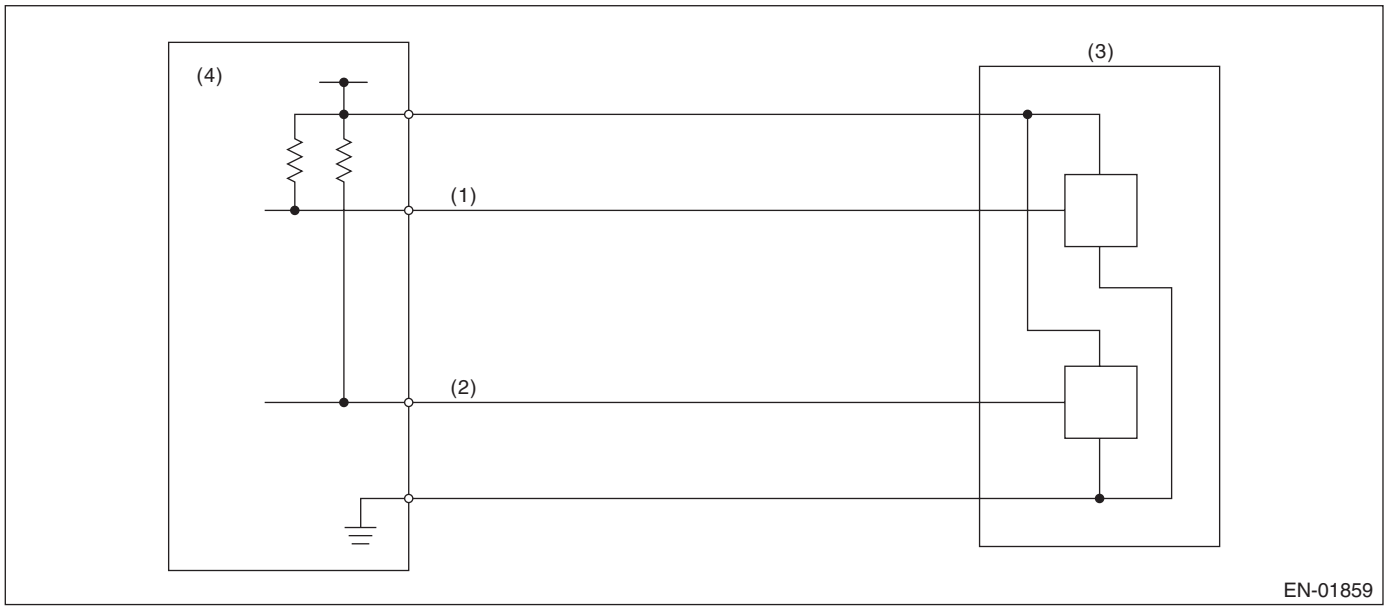
Memorize the freeze frame data. (For test mode $02)

AS:DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of throttle position sensor 2.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(1) Throttle position sensor 1 signal
(2) Throttle position sensor 2 signal
(3) Throttle position sensor
(4) Engine control module (ECM)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	≤ 4.747 V

Time Needed for Diagnosis: 24 milliseconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

AT:DTC P0301 CYLINDER 1 MISFIRE DETECTED

1. OUTLINE OF DIAGNOSIS

Detect the presence of misfire occurrence. (Revolution fluctuation method)
Monitoring misfire which influences exhaust deterioration (1.5 times of FTP) and catalyst damage is made obligatory by the law. Misfire affecting these two has two patterns below.

- Intermittent misfire (The same cylinder misfires in random, or different cylinders misfire in random.): FTP 1.5 times misfire
- Every time misfire (The same cylinder misfires every time.): FTP 1.5 times misfire, Catalyst damage misfire

The following detecting methods are adopted for these detection.
1) Intermittent misfire: FTP 1.5 times misfire

- 180° Interval Difference Method (MT: 1,800 rpm or less; AT: None)
- 360° Interval Difference Method (whole range)
- 720° Interval Difference Method (3,000 rpm or more)

2) Every time misfire: FTP 1.5 times misfire, Catalyst damage misfire

- 360° Interval Difference Method

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
All secondary parameters enable conditions	1 second or more
Intake manifold pressure change during 0.5 engine revs.	< 13.3 kPa (100 mmHg, 3.94 inHg)
Throttle position change during 16 milliseconds	< 21°
Fuel shut-off function	Not in operation
Atmospheric pressure	≥ 75.0 kPa (563 mmHg, 22.2 inHg)
Fuel level	≥ 9.0 ℓ (2.38 US gal, 1.98 Imp gal)
AT torque control	Not in operation
Evaporative system leak check	Not in operation
Engine speed	460 — 6,400 rpm
Intake manifold pressure	> Value from Map 3
Battery voltage	≥ 8 V
Fuel parameter determination	Not extremely low volatility

Map 3

MT (Vehicle speed < 64 km/h (40 MPH))

rpm	650	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6400
kPa (mmHg, inHg)	25.6 (192, 7.56)	23.1 (173, 6.82)	20.0 (150, 5.91)	20.0 (150, 5.91)	20.0 (150, 5.91)	21.6 (162, 6.38)	26.4 (198., 7.80)	28.0 (210, 8.27)	29.5 (221, 8.71)	32.4 (243, 9.57)	36.4 (273, 10.75)	39.9 (299, 11.78)	44.5 (324, 13.14)

MT (Vehicle Speed ≥ 64 km/h (40 MPH))

rpm	650	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6400
kPa (mmHg, inHg)	31.6 (237, 9.33)	31.6 (237, 9.33)	31.6 (237, 9.33)	31.1 (233, 9.19)	31.3 (235., 9.24)	33.1 (248, 9.78)	33.9 (254., 10.01)	28.8 (216, 8.51)	30.1 (226, 8.89)	33.3 (250, 9.84)	36.9 (277, 10.90)	40.1 (301, 11.84)	44.5 (324, 13.14)

AT

rpm	700	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6400
kPa (mmHg, inHg)	25.6 (192, 7.56)	24.4 (183, 7.21)	22.0 (165, 6.50)	22.4 (168, 6.62)	22.8 (171, 6.73)	23.9 (179, 7.06)	29.9 (224, 8.83)	31.3 (235, 9.24)	29.9 (244, 8.83)	35.6 (267, 10.51)	39.3 (295, 11.61)	43.3 (325, 12.79)	44.5 (334, 13.14)

3. GENERAL DRIVING CYCLE

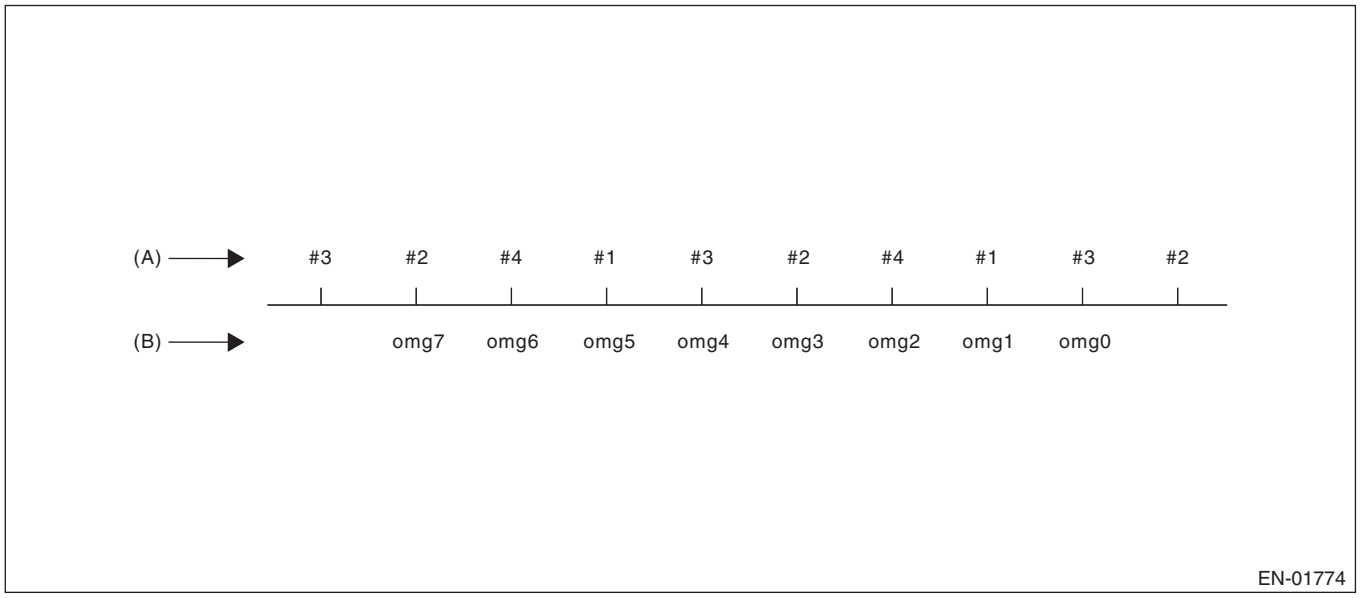
- Detect misfires from idling to high rpm.
- Perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

When a misfire occurs, the engine speed will decreased and the crankshaft position speed will change. Calculate the interval difference value (diagnostic value) from crankshaft position speed by the following formula, and judge whether a misfire is occurring or not comparing the calculated result with judgment value. Counting the number of misfires, if the misfire ratio is higher during 1000 rev. or 200 rev., Judge corresponding cylinders as NG.

Diagnostic value calculation (Calculate from angle speed)	→	Misfire detection every single ignition (Compare diagnostic value with judgment value)	→	NG judgment (Misfire occurrence judgment required by the law) (Compare number of misfire with judgment)
		• 180° Interval Difference Method • 360° Interval Difference Method • 720° Interval Difference Method		• FTP 1.5 times misfire NG judgment • Catalyst damage misfire NG judgment

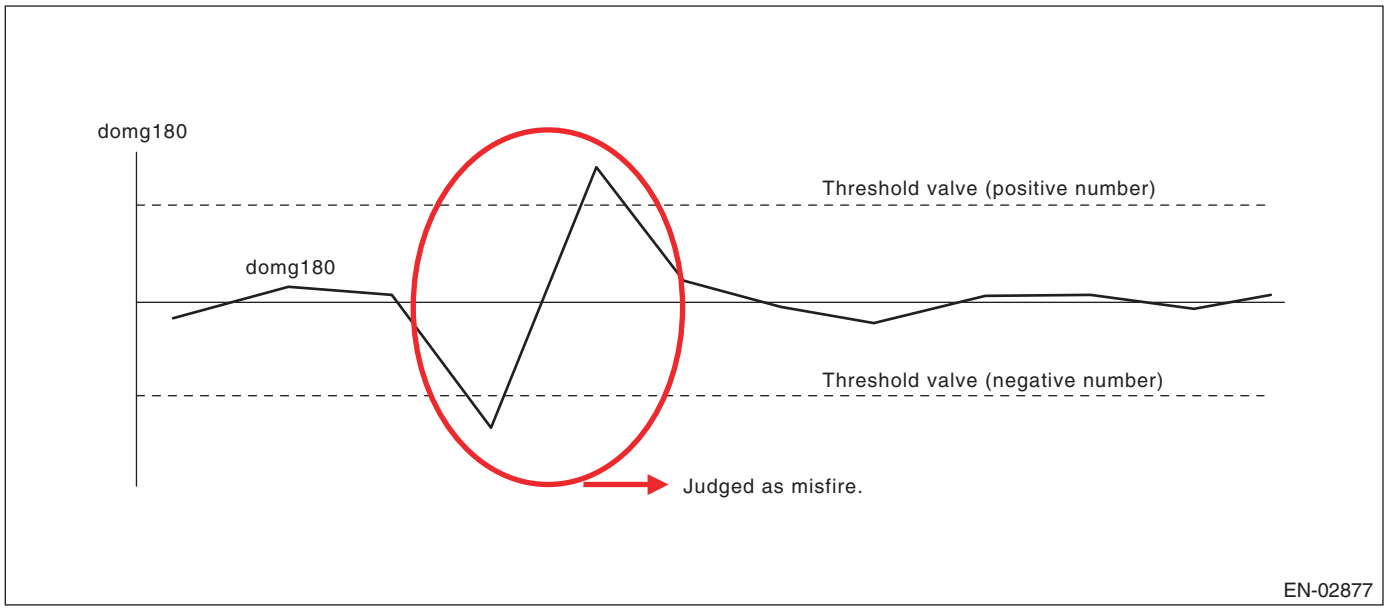
As shown in the following figure, pick a cylinder as the standard and name it omg 0. And the former crankshaft position speed is named omg 1, the second former crankshaft position speed is named omg 2, the third is named omg 3, etc.



(A) Ignition order (B) Crankshaft position speed

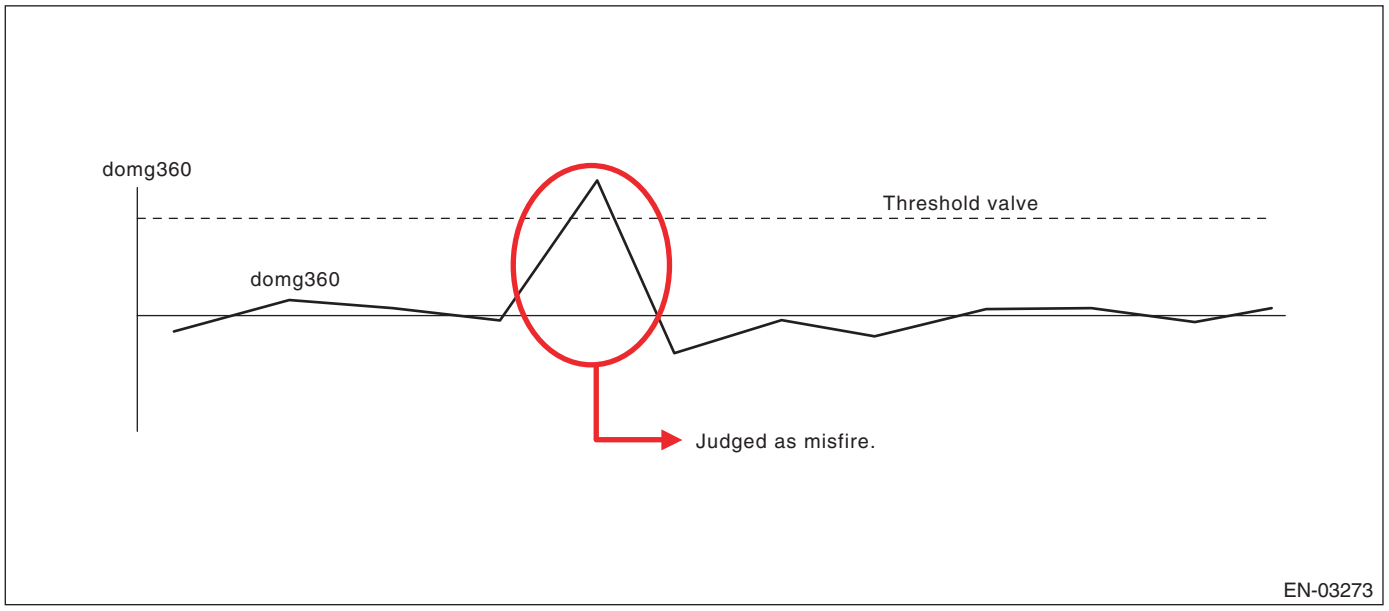
180° Interval Difference Method

Diagnostic value	domg 180 = (omg 1 – omg 0) – (omg 5 – omg 1)/4
Judge as a misfire in the following cases. • domg 180 > judgment value of positive side • domg 180 ≤ judgment value of negative side (Judgment value before 180° CA)	



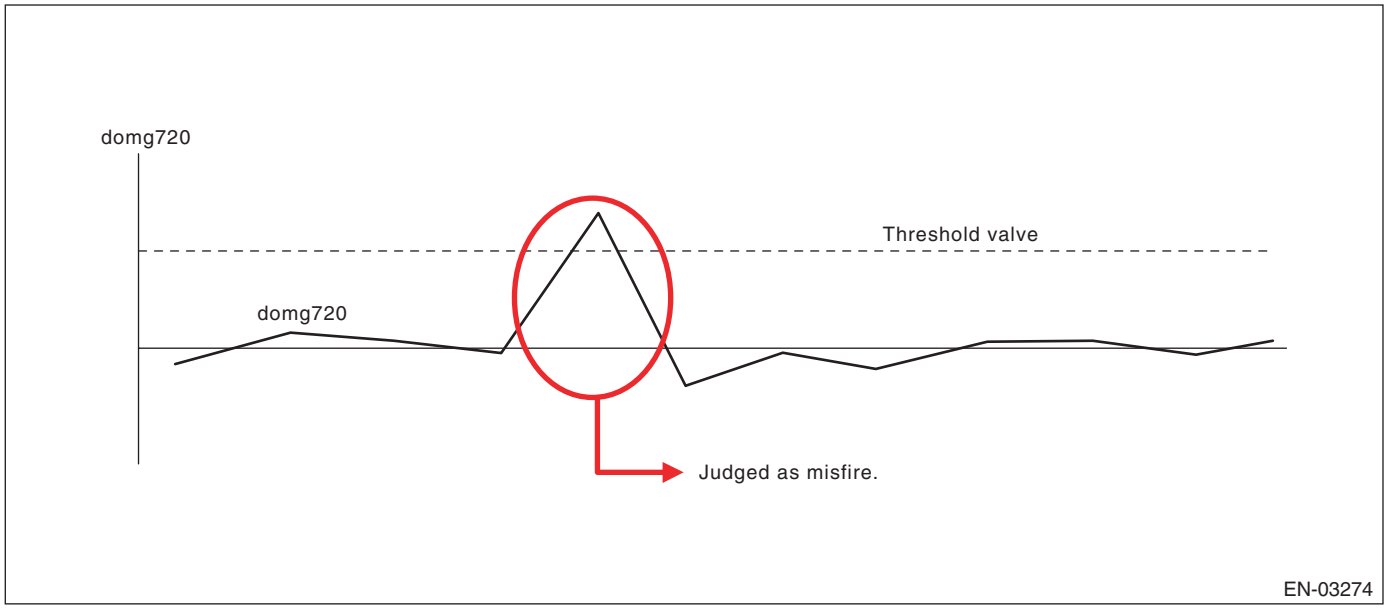
360° Interval Difference Method

Diagnostic value	domg 360 = (omg 1 – omg 0) – (omg 3 – omg 2)
Misfire judgment	domg 360 > Judgment value → Judge as misfire



720° Interval Difference Method

Diagnostic value	domg 720 = (omg 1 – omg 0) – (omg 5 – omg 4)
Misfire judgment	domg 720 > Judgment value → Judge as misfire



FTP 1.5 times misfire (Misfire occurrence level which influences exhaust gas)

Judgment Value (Judge that malfunction occurs when the misfire ratio is high in 1000 engine revs.)

Malfunction Criteria	Threshold Value
FTP emission diagnostic value	> 1.0% in 1000 engine revs.

Time Needed for Diagnosis: 1000 engine revs.
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Catalyst damage misfire (Misfire occurrence level damaging catalyst)

Judgment Value (Judge that malfunction occurs when the misfire ratio is high in 200 engine revs. (400 ignitions))

Malfunction Criteria	Threshold Value
Catalyst damage misfire diagnostic value	See Map 1

Map 1 Threshold value of malfunction criteria for misfire damaging catalyst

percentage		Intake air (g (oz)/rev)									
		0.16 (0.0006)	0.28 (0.010)	0.4 (0.014)	0.52 (0.018)	0.64 (0.023)	0.76 (0.027)	0.92 (0.032)	1.1 (0.039)	1.2 (0.042)	1.3 (0.046)
Engine speed (rpm)	700	25	25	25	25	22.5	20	16	12	12	12
	1000	25	25	25	25	22.5	20	15.75	11	11	11
	1500	25	25	22.5	20	18.25	16.75	13.5	10	10	10
	2000	20	20	20	20	17	14.25	12.75	11	11	11
	2500	20	20	18.25	16.75	15.5	14.25	12.75	11	11	11
	3000	16.75	16.75	15.5	14.25	12.75	11	11	11	11	11
	3500	16.75	16.75	14	11	10	9	8.5	7.75	7.75	7.75
	4000	14.25	14.25	11	7.75	6	5	5	5	5	5
	4500	11	11	8.25	7.75	5	5	5	5	5	5
	5000	11	11	9.5	7.75	5	5	5	5	5	5
	5500	9	9	7.75	6.75	5	5	5	5	5	5
	6000	9	5	5	5	5	5	5	5	5	5
	6400	9	5	5	5	5	5	5	5	5	5

These figures indicate the misfire rate (%) in 400 ignitions; for example, 22.5 (%) means 400 (ignition) × 22.5 (%) = 90 (ignition) misfires. This value or more is judged as a misfire.
Time Needed for Diagnosis: 200 engine revs.
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

AU:DTC P0302 CYLINDER 2 MISFIRE DETECTED

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P0301. <Ref. to GD(H4SO)-95, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

AV:DTC P0303 CYLINDER 3 MISFIRE DETECTED

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P0301. <Ref. to GD(H4SO)-95, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

AW:DTC P0304 CYLINDER 4 MISFIRE DETECTED

1. OUTLINE OF DIAGNOSIS

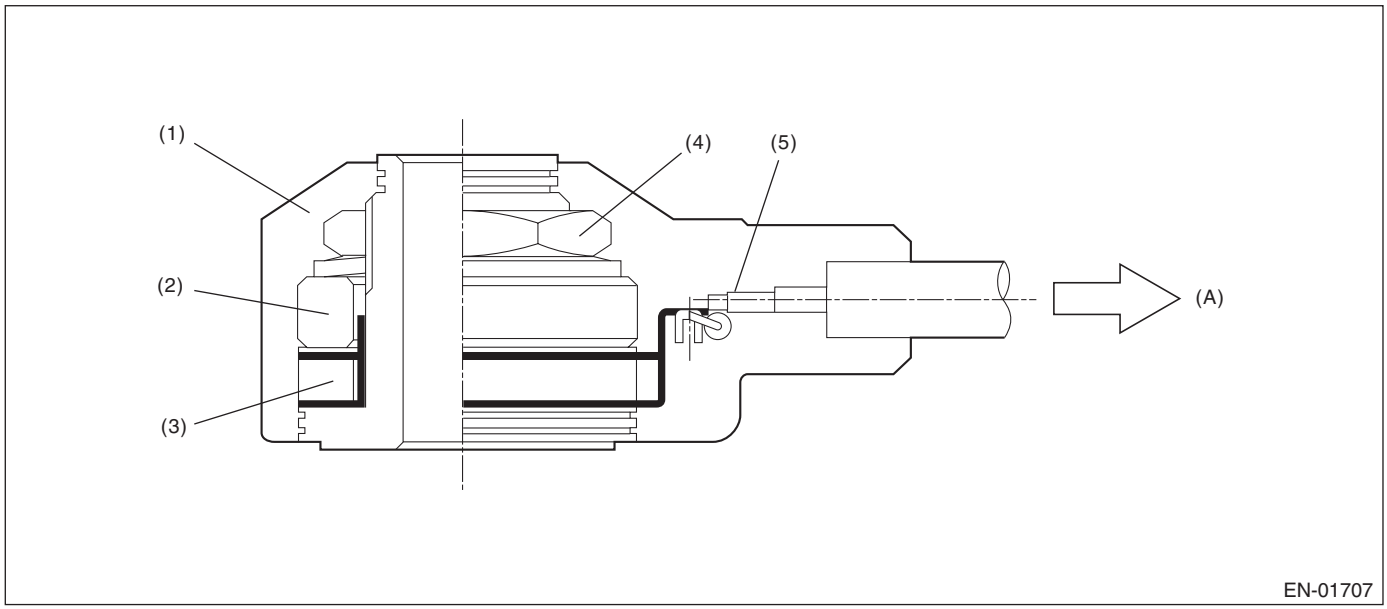
NOTE:
For the detection standard, refer to DTC P0301. <Ref. to GD(H4SO)-95, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

AX:DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of knock sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(A) To knock sensor harness

(1) Case
(2) Weight
(3) Piezoelectric element
(4) Nut
(5) Resistance

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 1 second or more.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 0.238 V
Ignition switch	ON

Time Needed for Diagnosis: 1 second
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 0.25 V
Ignition switch	ON

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

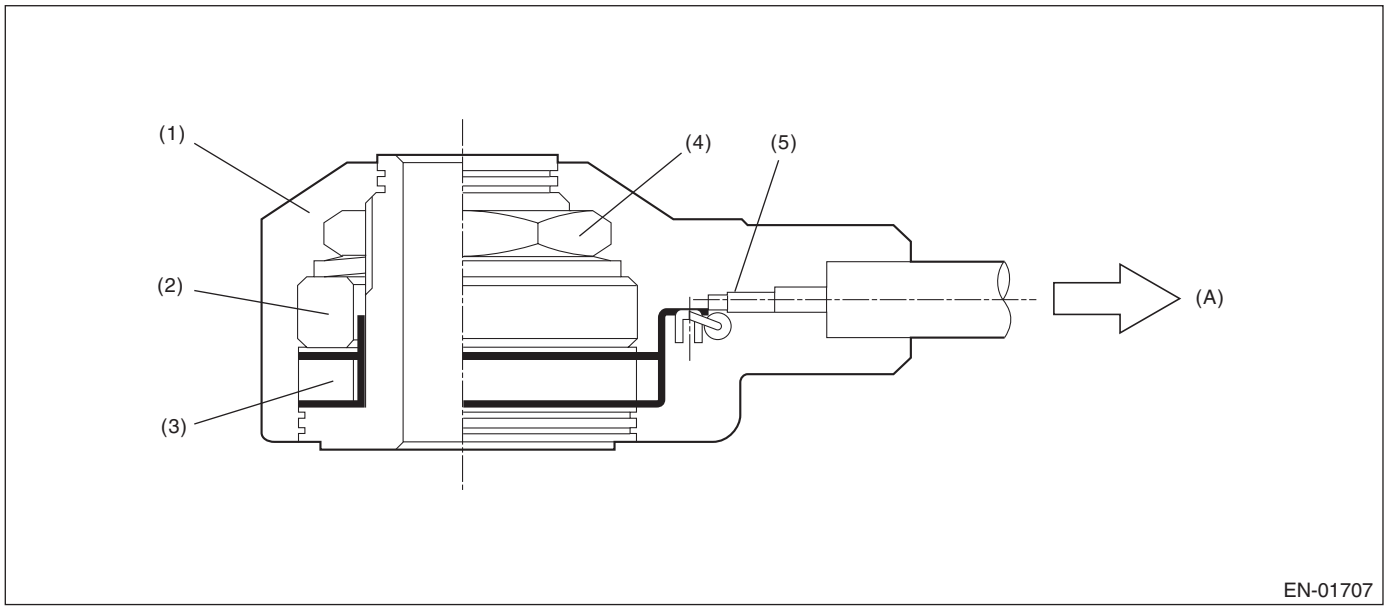
Memorize the freeze frame data. (For test mode $02)

AY:DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of knock sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(A) To knock sensor harness

(1) Case
(2) Weight
(3) Piezoelectric element
(4) Nut
(5) Resistance

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 1 second or more.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.714 V
Ignition switch	ON

Time Needed for Diagnosis: 1 second
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 4.7 V
Ignition switch	ON

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

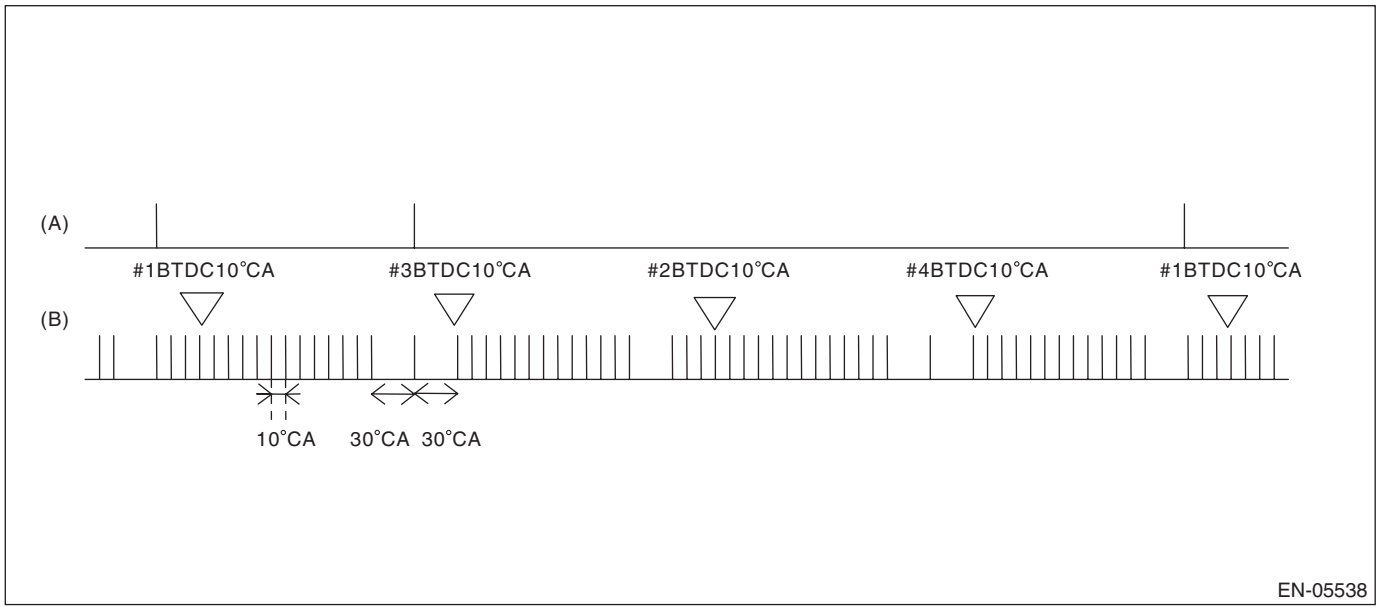
Memorize the freeze frame data. (For test mode $02)

AZ:DTC P0335 CRANKSHAFT POSITION SENSOR “A” CIRCUIT

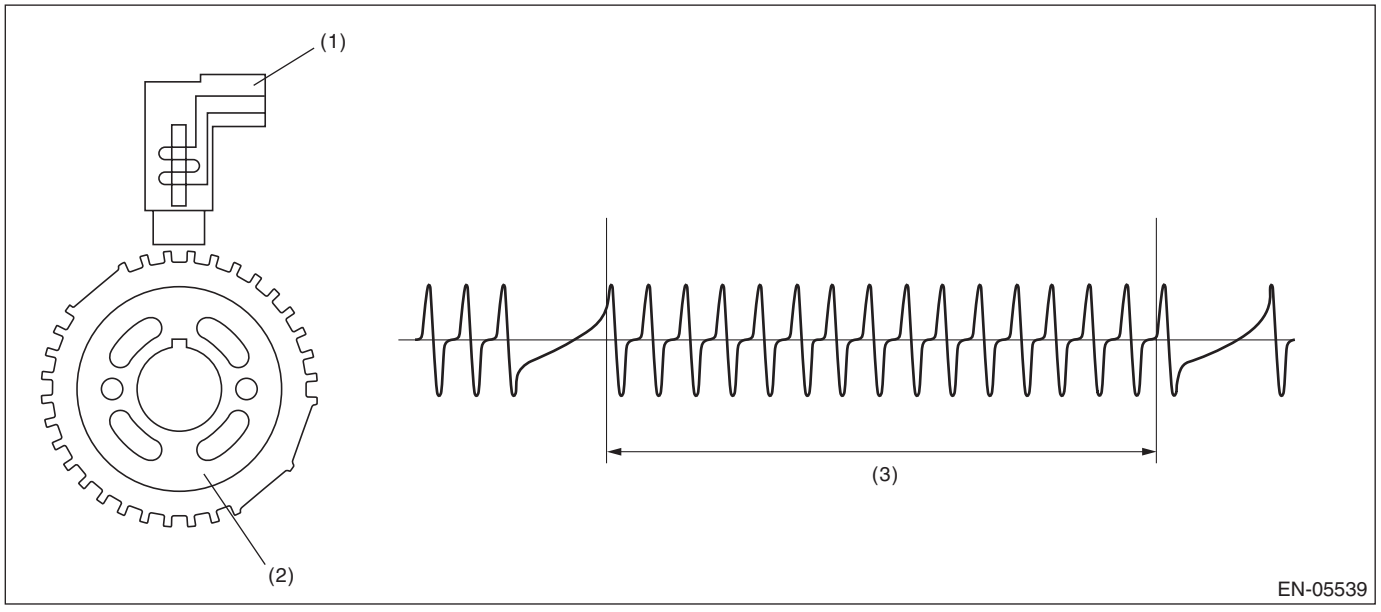
1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the crankshaft position sensor.
Judge as NG when the crank signal is not input even though the starter was turned on.

2. COMPONENT DESCRIPTION



(A) Camshaft signal (B) Crankshaft signal



(1) Crankshaft position sensor (2) Crank sprocket (3) Crankshaft half-turn

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG if the duration of time while the following criteria are all met is 3 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Starter switch	ON
Crankshaft position sensor signal	Not detected
Battery voltage	≥ 8 V

Time Needed for Diagnosis: 3 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK, when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Crankshaft position sensor signal	Input exists
Battery voltage	≥ 8 V

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

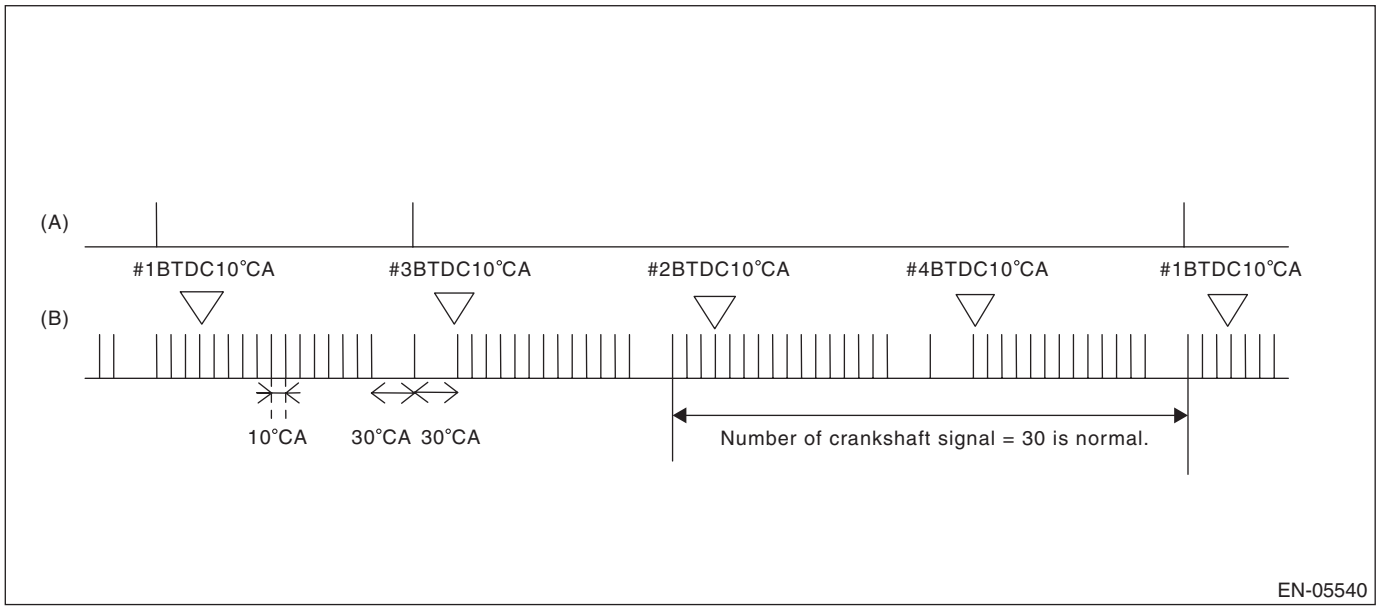
Memorize the freeze frame data. (For test mode $02)

BA:DTC P0336 CRANKSHAFT POSITION SENSOR “A” CIRCUIT RANGE/ PERFORMANCE

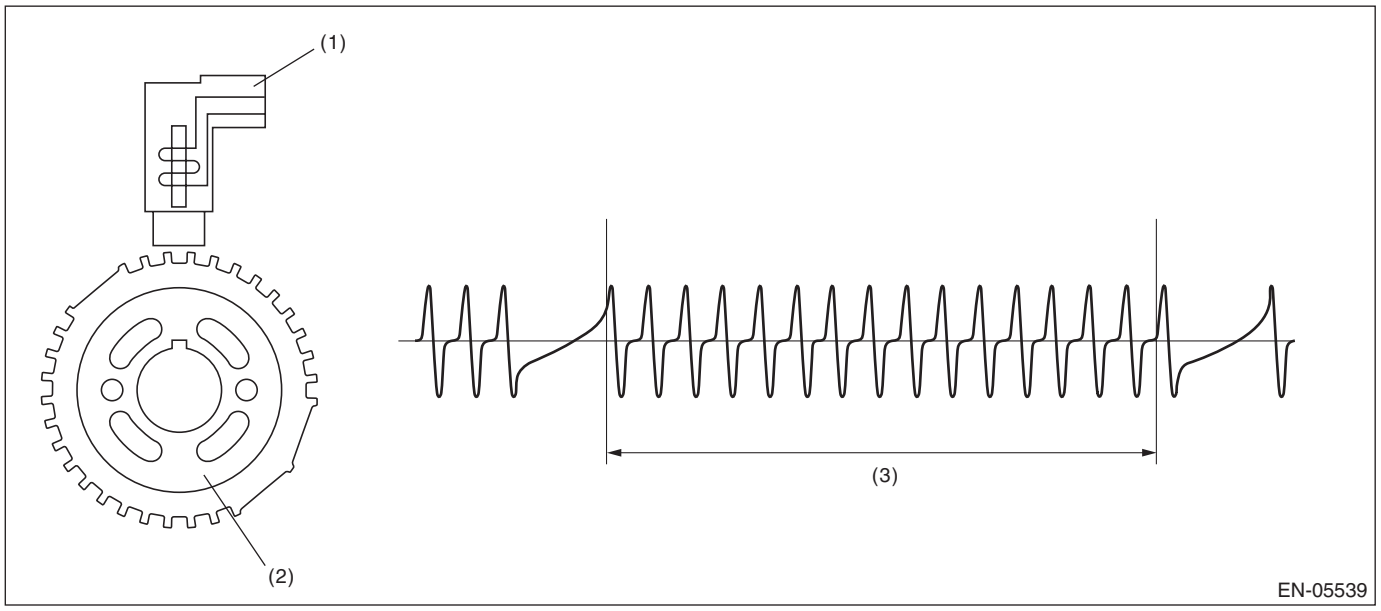
1. OUTLINE OF DIAGNOSIS

Detect for faults in crankshaft position sensor output properties.
Judge as NG when there is a problem in the number of crankshaft signals for every revolution.

2. COMPONENT DESCRIPTION



(A) Camshaft signal (B) Crankshaft signal



(1) Crankshaft position sensor (2) Crank sprocket (3) Crankshaft half-turn

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 8 V
Engine speed	< 4000 rpm

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously under 4000 rpm engine speed.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when all the malfunction criteria below are completed more than 10 times in a row.

Judgment Value

Malfunction Criteria	Threshold Value
Cylinder number identification	Completed
Number of crankshaft position sensor signal during 1 rev.	Not = 30

Time Needed for Diagnosis: 10 engine revs.
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when all the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Cylinder number distinction	Completed
Number of crankshaft position sensor signal during 1 rev.	= 30

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

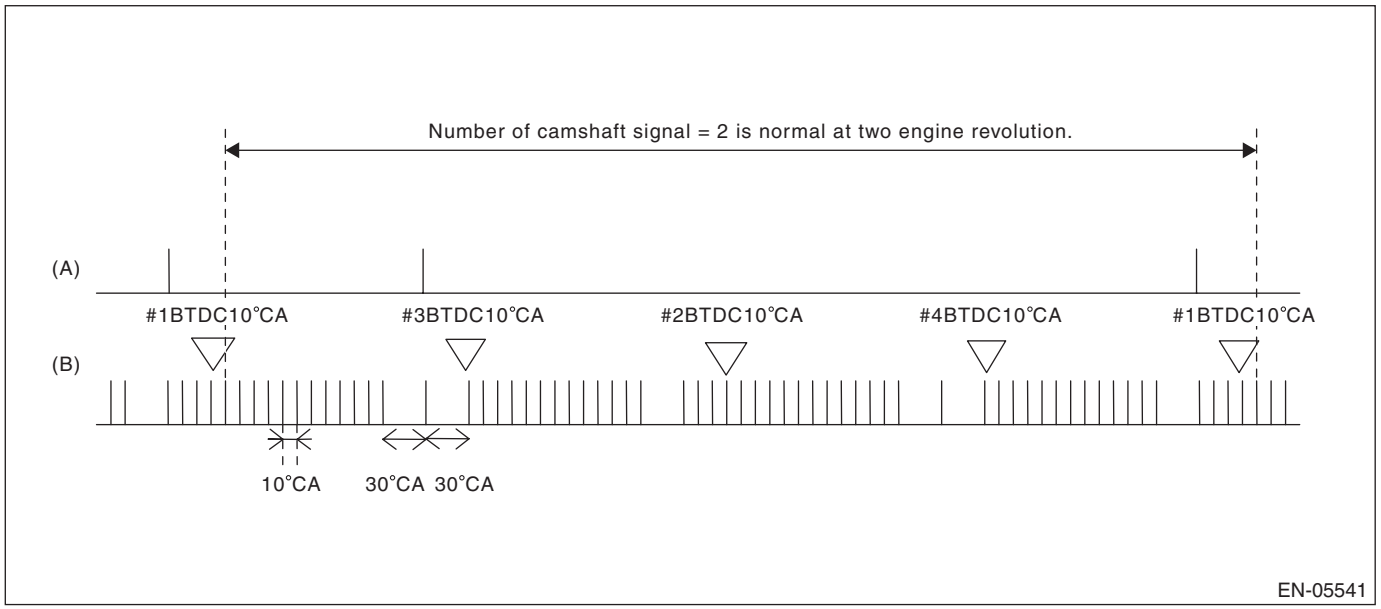
Memorize the freeze frame data. (For test mode $02)

BB:DTC P0340 CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 1 OR SINGLE SENSOR)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the camshaft position sensor.
Judge as NG when the number of camshaft signals remains abnormal.

2. COMPONENT DESCRIPTION



(A) Camshaft signal (B) Crankshaft signal

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the following malfunction criteria continues for 8 engine revolutions or more.

Judgment Value

Malfunction Criteria	Threshold Value
Voltage	≥ 8 V
Number of camshaft sensor signals during 2 rev.	Not = 2

Time Needed for Diagnosis: 8 rev.
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the following criteria are established.

Judgment Value

Malfunction Criteria	Threshold Value
Voltage	≥ 8 V
Number of camshaft sensor signal during 2 rev.	2

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

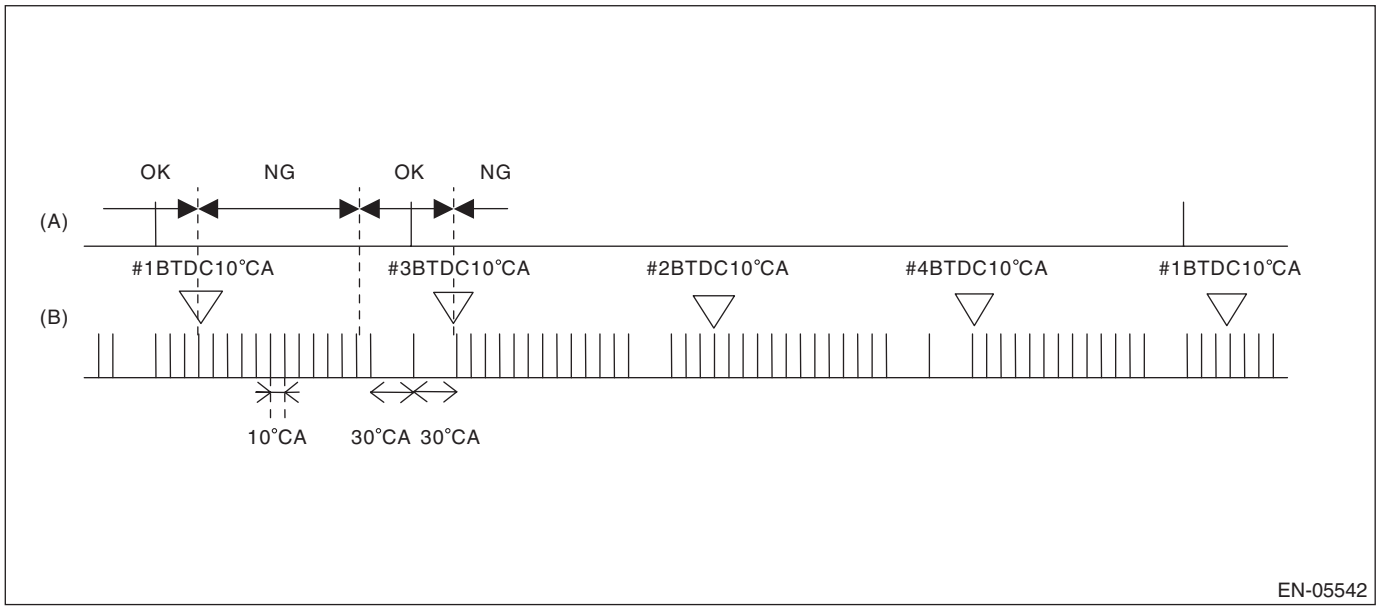
Memorize the freeze frame data. (For test mode $02)

BC:DTC P0341 CAMSHAFT POSITION SENSOR “A” CIRCUIT RANGE/ PERFORMANCE (BANK 1 OR SINGLE SENSOR)

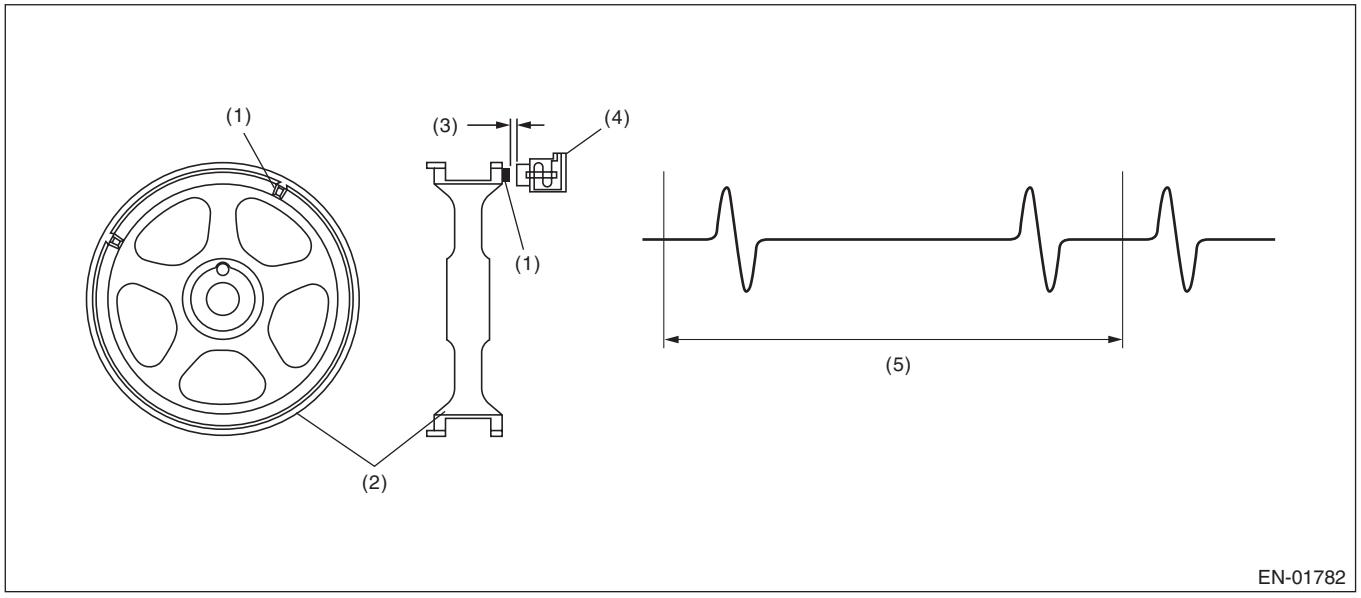
1. OUTLINE OF DIAGNOSIS

Detect the malfunction of camshaft position sensor output property.
Judge NG when the camshaft position signal input timing is shifted from the crankshaft position sensor signal because of timing belt tooth chip etc.

2. COMPONENT DESCRIPTION



(A) Camshaft signal
(B) Crankshaft signal



(1) Boss
(2) Cam sprocket
(3) Air gap
(4) Camshaft position sensor
(5) Camshaft one revolution (Engine two revolutions)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Cylinder number identification	Completed
Battery voltage	≥ 8 V
Engine speed	550 — 1,000 rpm
Engine operation	Idling
Misfire	Not detected

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously at idle speed.

5. DIAGNOSTIC METHOD

Judge NG when the engine speed continues 4 revolutions for the malfunction criteria below. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Position of camshaft position sensor signal	Not between BTDC 10°CA and BTDC 80°CA

Time Needed for Diagnosis: 4 revs.
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

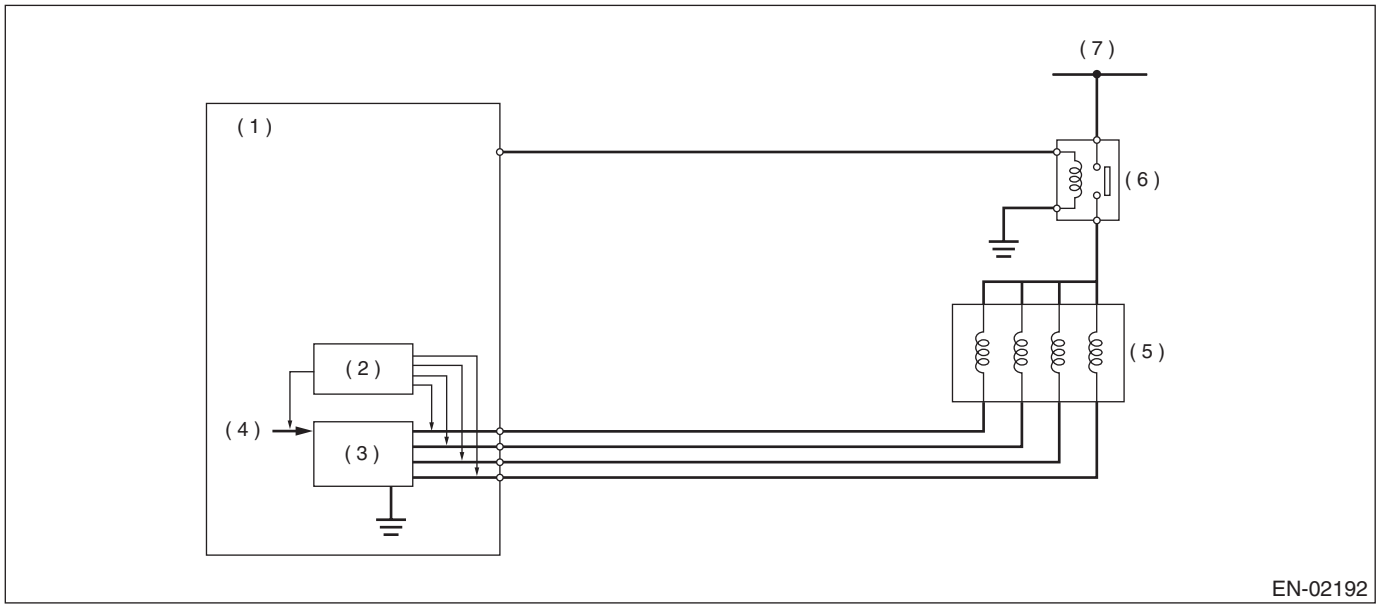
Memorize the freeze frame data. (For test mode $02)

BD:DTC P0400 EXHAUST GAS RECIRCULATION FLOW

1. OUTLINE OF DIAGNOSIS

Detect EGR system malfunction.
Intake manifold pressure (negative pressure) is constant because the throttle valve is fully closed during deceleration fuel cut. At this time, when the EGR valve is opened/closed, the intake manifold pressure will change. EGR system OK/NG is judged by the range of this change.

2. COMPONENT DESCRIPTION



(1) ECM
(2) Detecting circuit
(3) Switching circuit
(4) CPU
(5) EGR valve
(6) Main relay
(7) Battery power supply

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
After engine starting	40 seconds or more
Engine coolant temperature	≥ 75°C (167°F)
Engine speed	1200 — 2,950 rpm
Intake manifold pressure (absolute pressure)	< 40.0 kPa (300 mmHg, 11.81 inHg)
Ambient air temperature	≥ 5°C (41°F)
Throttle position	< 0.25°
Battery voltage	> 10.9 V
Atmospheric pressure	≥ 75.0 kPa (563 mmHg, 22.17 inHg)
Vehicle speed	≥ 53 km/h (33 MPH)
Fuel shut-off function	In operation
Neutral switch	Over 1 second after changing from OFF and ON to OFF.
Load (A/C, power steering, lighting, rear defogger, heater fan and radiator fan)	No change for over 5 seconds.

4. GENERAL DRIVING CYCLE

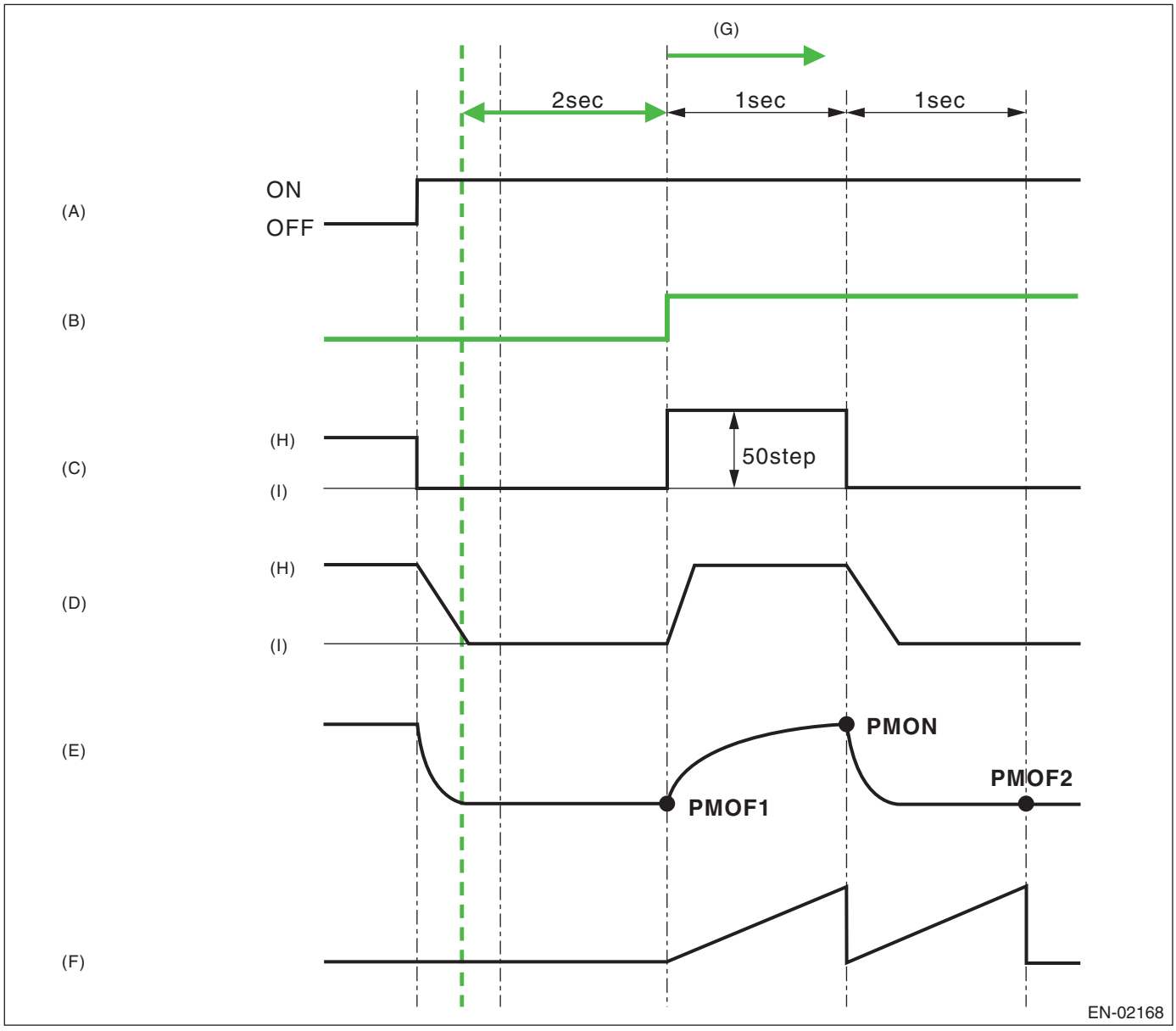
During deceleration fuel cut from more than 53 km/h (approx. 33 MPH), perform diagnosis once.
Be careful of vehicle speed and engine speed. (Diagnosis will not be completed if the vehicle speed and engine speed conditions become out of specification due to deceleration.)

5. DIAGNOSTIC METHOD

Measure the pressure values as follows when the enable conditions are established, and perform diagnosis by calculating those results.
1. Label the intake manifold pressure value as PMOF1, which is observed when enable conditions are established, and set the EGR target step to 50 steps (nearly full open).
2. Label the intake manifold pressure value as PMON, which is observed after one second has passed since EGR target step was set to 50 steps (when the enable conditions were established), and set the EGR target step to 0.
3. Label the intake manifold pressure value as PMOF2, which is observed after one second has passed since EGR target step was set to 0 (after two seconds have passed since the enable conditions were established).

Abnormality Judgment

Judge as NG when the following conditions are established, and judge as OK when not.
PMON – (PMOF1 + PMOF2) / 2< 2.48 kPa (18.63 mmHg, 0.733 inHg)
Time Needed for Diagnosis: 1 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.



(A) Deceleration fuel cut
(B) Diagnosis enable conditions
(C) EGR target step
(D) EGR actual step
(E) Intake manifold pressure (During normal condition)
(F) Diagnostic mode timer
(G) Start diagnosis
(H) Open
(I) Closed

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

A/F main learning = Not allowed.
Knock learning = Not allowed.
EGR control: Not allowed to operate.

9. ECM OPERATION AT DTC SETTING

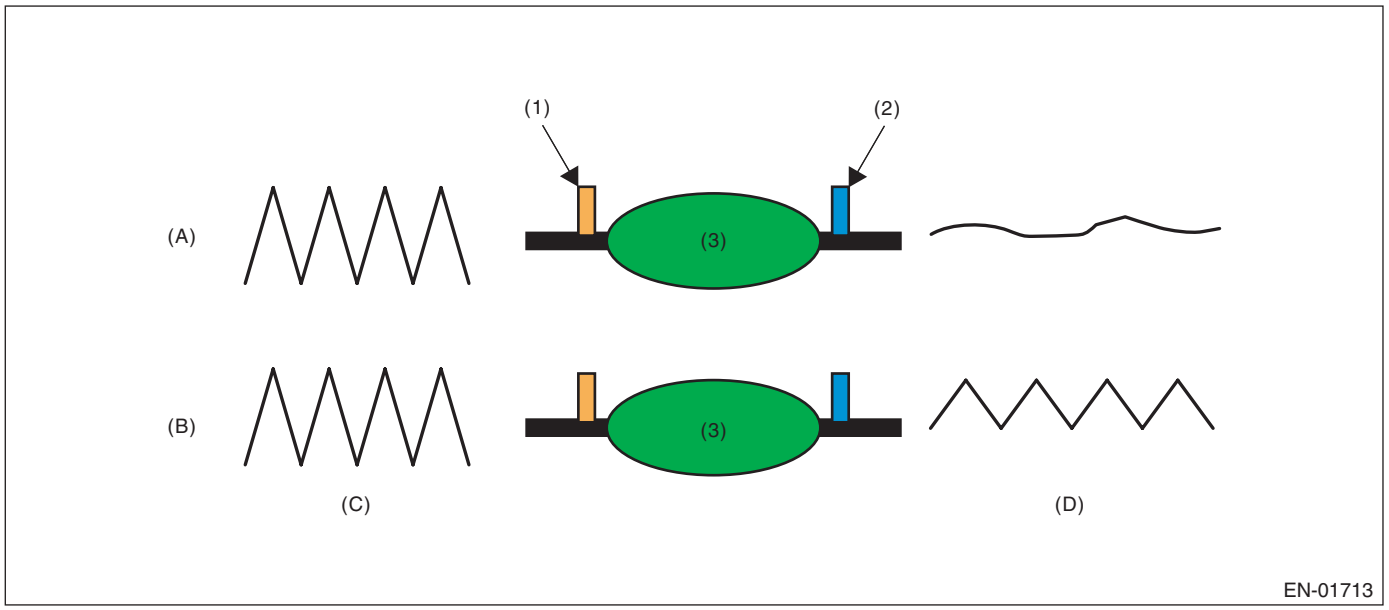
- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

BE:DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect the deterioration of the catalyst function.
Though the front oxygen sensor output would change slowly with a new catalyst, the sensor output with a deteriorated catalyst becomes high and the inversion time is shortened.
For this reason, the catalyst diagnosis is carried out by monitoring the front oxygen sensor output and comparing it with the front oxygen (A/F) sensor output.

2. COMPONENT DESCRIPTION



(A) Normal
(B) Deterioration
(C) Output waveform from the front oxygen (A/F) sensor
(D) Output waveform from the front oxygen sensor
(1) Front oxygen (A/F) sensor
(2) Front oxygen sensor
(3) Catalytic converter

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	> 10.9 V
Atmospheric pressure	> 75.1 kPa (563 mmHg, 22.2 inHg)
Engine coolant temperature	≥ 70°C (158°F)
Misfire detection during 200 revs.	< 5 times
Learning value of evaporation gas density	≤ 0.20
Sub feedback	In operation
Evaporative system diagnosis	Not in operation
Time of difference (< 0.10) between actual and target lambda	1000 milliseconds or more
Vehicle speed	> 70 km/h (43.5 MPH)
Amount of intake air	10 — 40 g (0.35 — 1.41 oz)/s
Engine load change every 0.5 engine revs.	< 0.02 g (0.001 oz)/rev
Rear oxygen output change from lower than 660 mV to higher than 660 mV	Experienced after fuel cut
After engine starting	≥ 205 sec.
Purge execution calculated time	5 seconds or more
Estimated temperature in the catalytic layer	≥ 650°C (1202°F)

4. GENERAL DRIVING CYCLE

Perform the diagnosis only once at a constant vehicle speed of 70 km/h (43 MPH).

5. DIAGNOSTIC METHOD

After establishing the execution conditions, calculate the front oxygen (A/F) sensor lambda deviation cumulative value per 128 milliseconds (Σ | ($sglmd_n$ – $sglmd_{n-1}$) |) and rear oxygen sensor output voltage deviation cumulative value (Σ | ($ro2sad_n$ – $ro2sad_{n-1}$)|), and when the front oxygen (A/F) sensor lambda deviation cumulative value (Σ | ($sglmd_n$ – $sglmd_{n-1}$) |) becomes higher than the predetermined value, calculate the diagnostic value.
Judge as NG when the malfunction criteria below are met. Judge as OK if the criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Σ | ($ro2sad_n$ – $ro2sad_{n-1}$) | / Σ | ($sglmd_n$ – $sglmd_{n-1}$) |	> 18.5

Time Needed for Diagnosis: 30 to 55 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

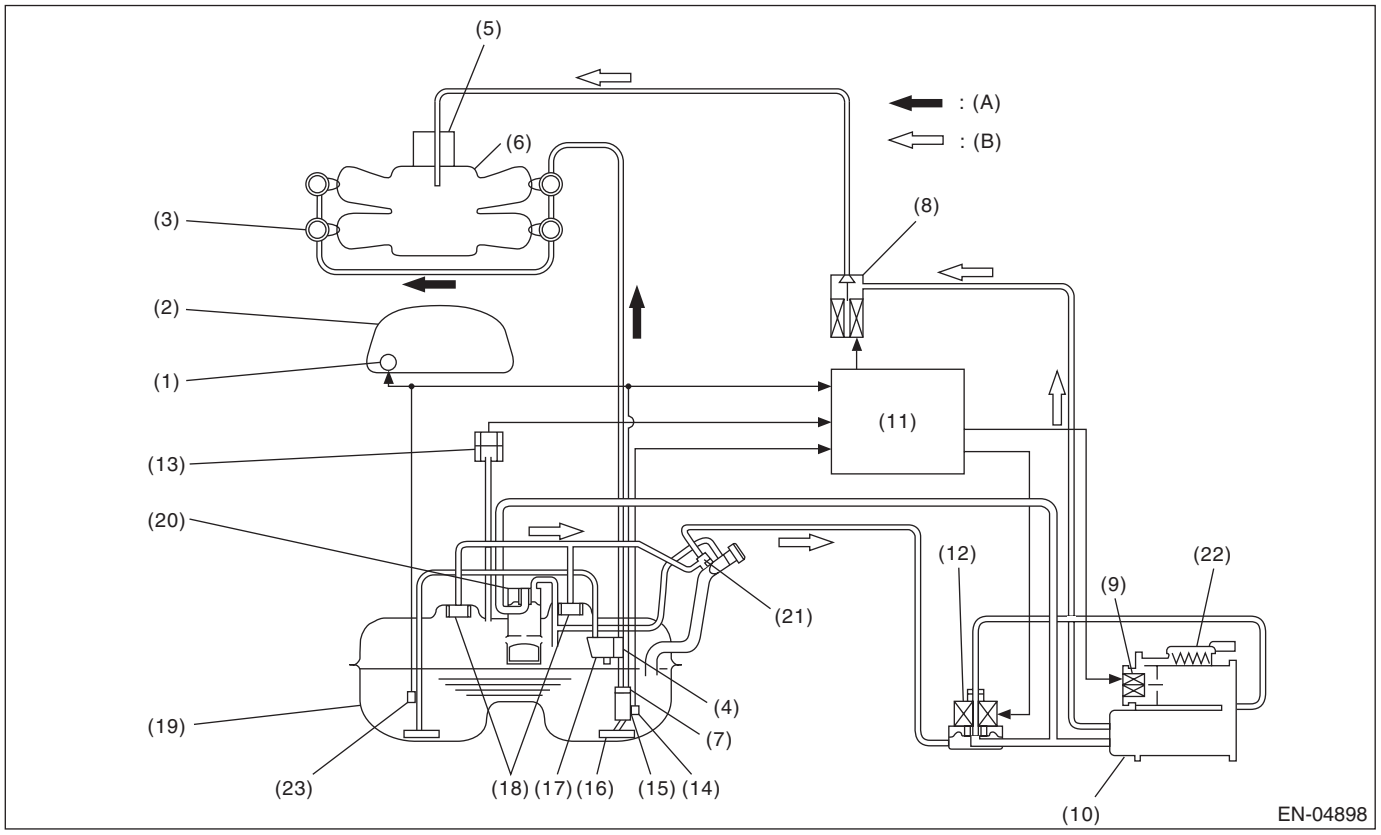
9. ECM OPERATION AT DTC SETTING

- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

BF:DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK)

1. OUTLINE OF DIAGNOSIS

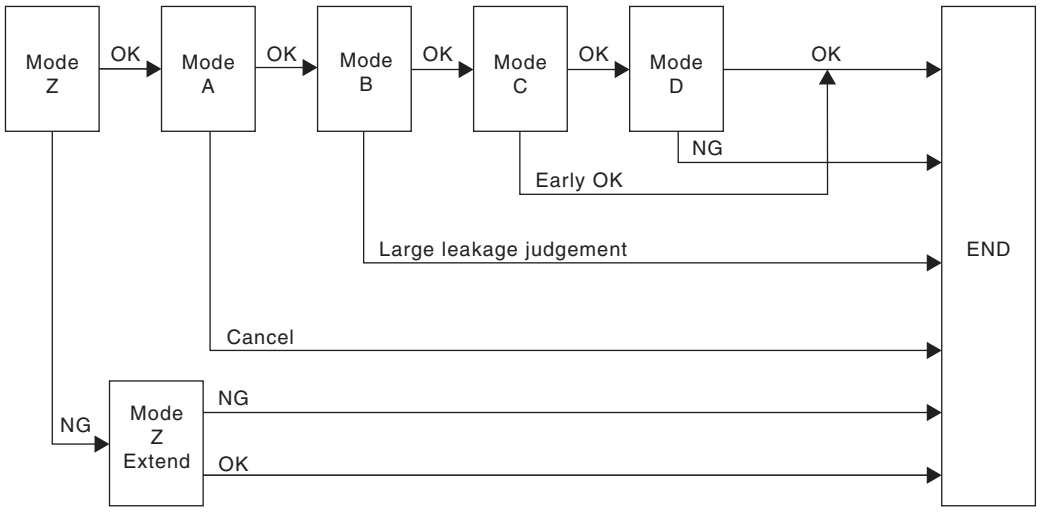
Check if there is a leakage in fuel system or not, and perform the function diagnosis of valve.



(A)	Fuel line	(B)	Vaporized fuel line		
(1)	Fuel gauge	(9)	Drain valve	(17)	Jet pump
(2)	Combination meter	(10)	Canister	(18)	Fuel cut valve
(3)	Fuel injector	(11)	Engine control module (ECM)	(19)	Fuel tank
(4)	Pressure regulator	(12)	Pressure control valve	(20)	Vent valve
(5)	Throttle body	(13)	Fuel tank pressure sensor	(21)	Shut-off valve
(6)	Intake manifold	(14)	Fuel temperature sensor	(22)	Drain filter
(7)	Fuel filter	(15)	Fuel level sensor	(23)	Fuel sub level sensor
(8)	Purge control solenoid valve	(16)	Fuel pump		

In this system diagnosis, check for leakage and valve function is conducted by changing the fuel tank pressure and monitoring the pressure change using the fuel tank pressure sensor. During 0.04-inch diagnosis, perform in the order of mode Z → mode A → mode B → mode C and mode D; During 0.02-inch diagnosis, perform in the order of mode A → mode B → mode C → mode D and mode E.

0.04-INCH DIAGNOSIS



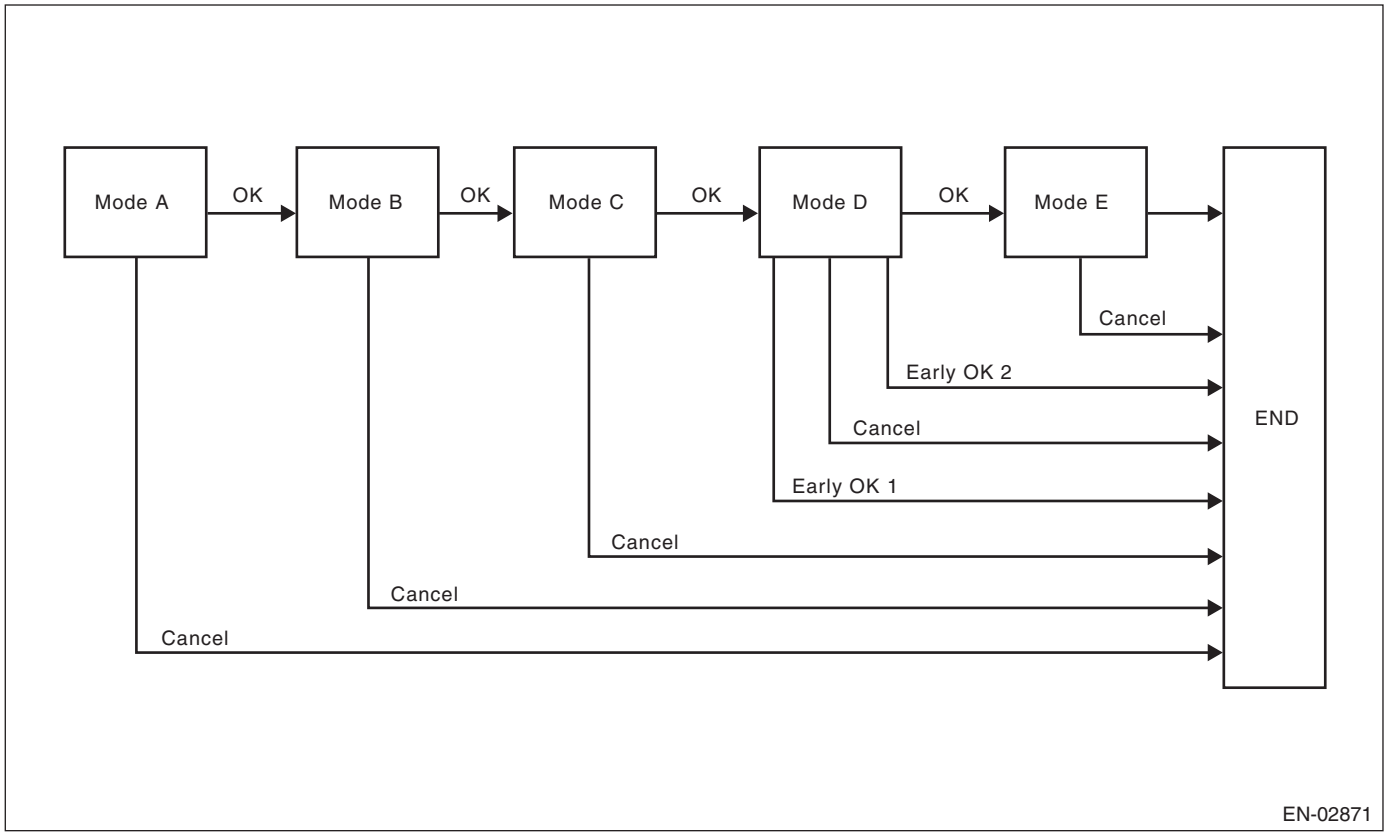
EN-02872

Mode	Mode description	Diagnosis period
Mode Z (Purge control solenoid valve opening failure diagnosis)	Perform purge control solenoid valve opening failure diagnosis from the size of tank pressure variation from diagnosis start.	3 — 16 seconds
Mode A (Estimated evaporation amount)	Calculate the tank pressure change amount (P1).	10 seconds
Mode B (Sealed negative pressure, large leakage judgment)	Decrease the pressure in the tank to the target value by introducing the intake manifold pressure to the fuel tank. If the tank pressure cannot be reduced, it is diagnosed as large leak.	5 — 25 seconds
Mode C (Pressure increase check, advanced OK judgment)	Wait until the tank pressure returns to the target (start level of P2 calculation). If the tank pressure does not become the value, make advanced OK judgment.	1 — 15 seconds
Mode D (Negative pressure variation measurement, evaporation leakage diagnosis)	Calculate the tank pressure variation (P2), and obtain the diagnostic value using P1 found in Mode A. Perform the evaporation diagnosis using the diagnostic value.	10 seconds

Mode Table for Evaporative Emission Control System Diagnosis

Mode	Tank internal pressure under normal conditions	Diagnostic item	DTC
Mode Z	Roughly the same as atmospheric pressure (Same as 0 kPa (0 mmHg, 0 inHg))	Purge control solenoid valve is judged to be open.	P0457
Mode A	Pressure is in proportion to amount of evaporative emission.		
Mode B	Negative pressure is formed due to intake manifold negative pressure.	Large leak	P0457
Mode C	Reaches target pressure		None
Mode D	Pressure change is small.	EVAP system large leak judgement [1.0 mm (0.04 in)]	P0442

0.02-inch Diagnosis

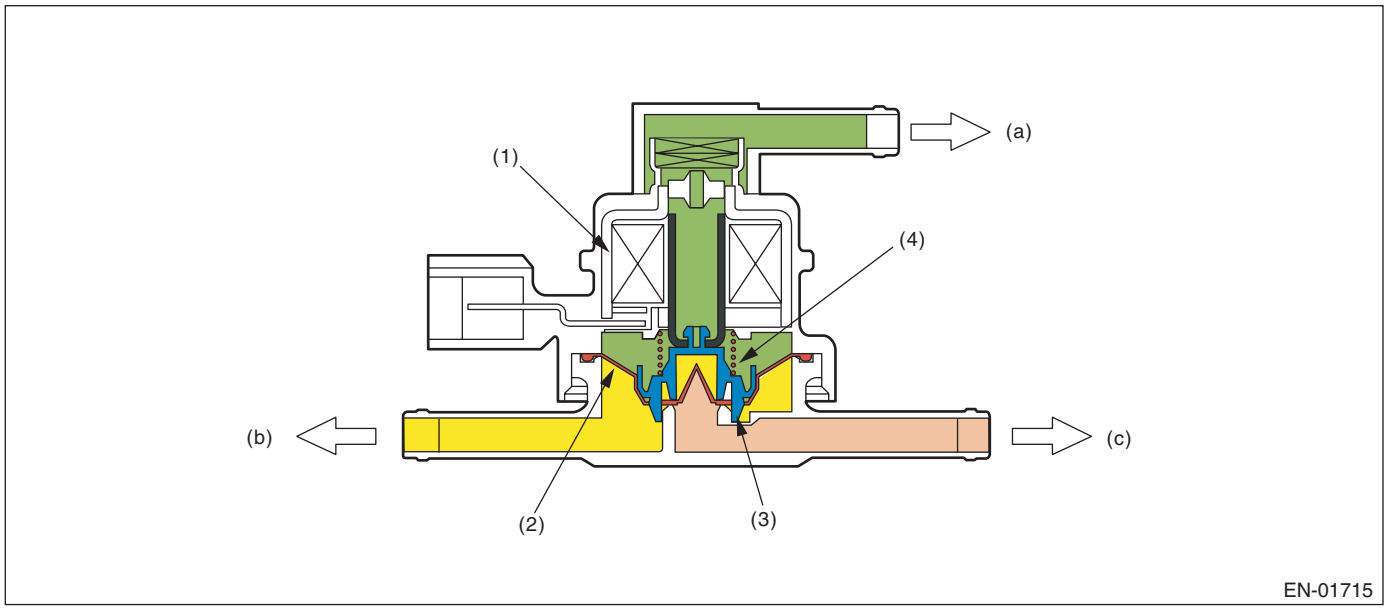


Mode	Mode Description	Diagnosis period
Mode A (0 point compensation)	When the pressure in the tank is high, wait until it returns to 0 point (Near 0 mmHg).	0 — 12 seconds
Mode B (Negative pressure introduced)	Decrease the pressure in the tank to the target value by introducing the intake manifold pressure to the fuel tank.	0 — 27 seconds
Mode C (Negative pressure maintained)	Wait until the tank pressure returns to the target (start level of P2 calculation).	0 — 20 seconds
Mode D (Negative pressure change calculated)	Calculate the time it takes for the tank pressure to return to the P2 calculation complete pressure. If the tank pressure does not return to the P2 calculation complete pressure, make advanced OK judgment.	0 — 200 seconds
Mode E (Evaporation generated amount calculated)	Calculate the amount of evaporation (P1).	0 — 280 seconds

2. COMPONENT DESCRIPTION

Pressure Control Solenoid Valve

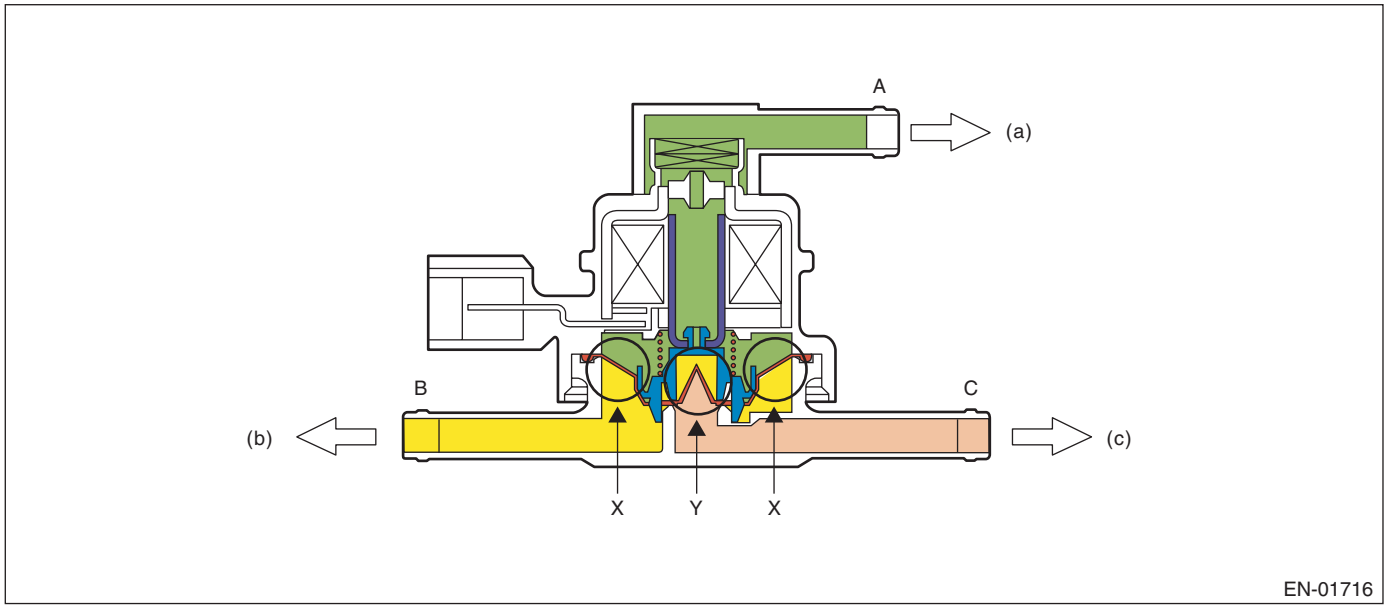
PCV controls the fuel tank pressure to be equal to the atmospheric air pressure. Normally, the solenoid is set to OFF. The valve opens and closes mechanically in accordance with the pressure difference between tank and atmospheric air, or tank and canister.
The valve is forcibly opened by setting the solenoid to ON at the time of diagnosis.



(a)	Atmospheric pressure	(b)	Fuel tank	(c)	Canister
(1)	Solenoid	(3)	Valve	(4)	Spring
(2)	Diaphragm				

Valve Operation and Air Flow

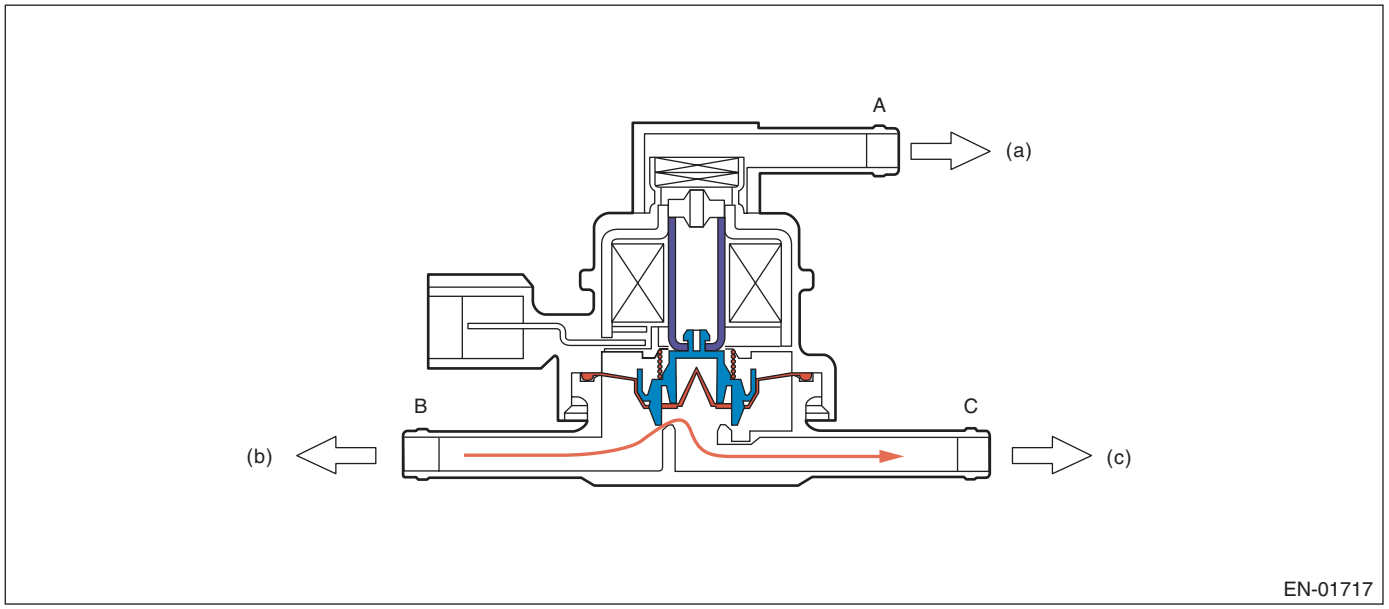
In the figure below, divided by the diaphragm, the part above X is charged with atmospheric air pressure, and the part below X is charged with tank pressure. Also, the part above Y is charged with tank pressure, and the part below Y is charged with canister pressure.
If the atmospheric air pressure port is A, tank pressure port is B, and canister pressure port is C, the air flows according to pressure difference from each port as shown in the table below.



(a) Atmospheric pressure (b) Fuel tank (c) Canister

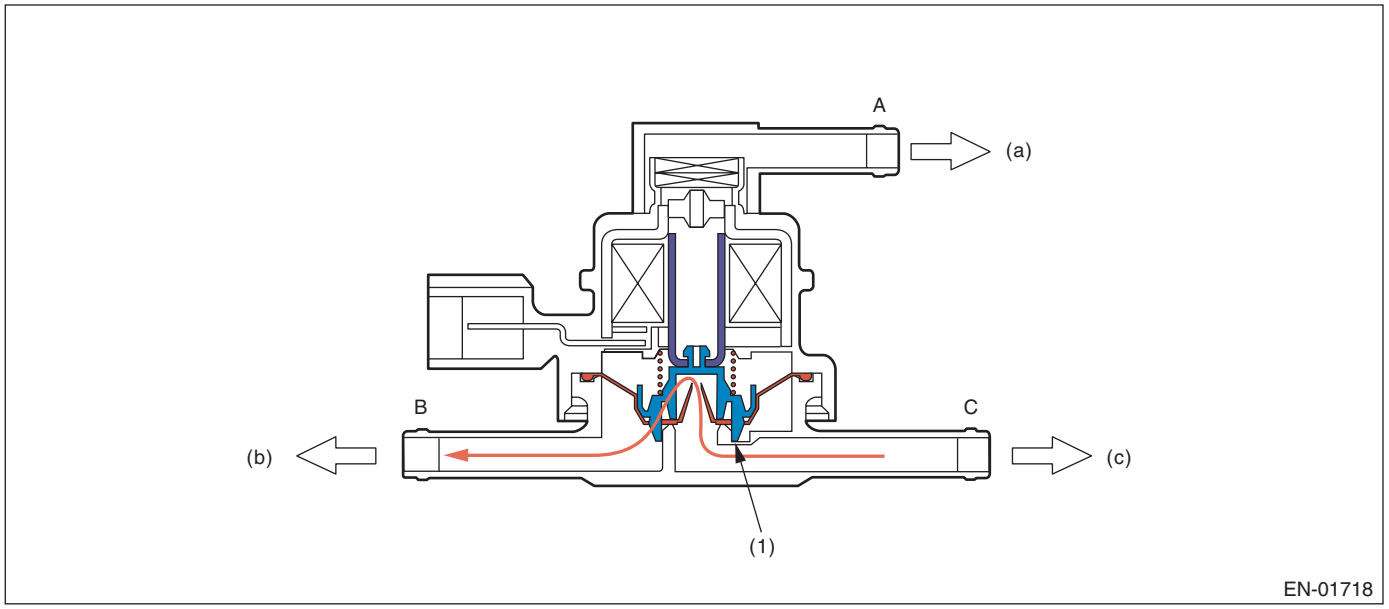
Condition of pressure	Flow
A < B (solenoid OFF)	B → C
B < C (solenoid OFF)	C → B
Solenoid ON	B ←→ C

When A < B (Solenoid OFF)



(a) Atmospheric pressure (b) Fuel tank (c) Canister

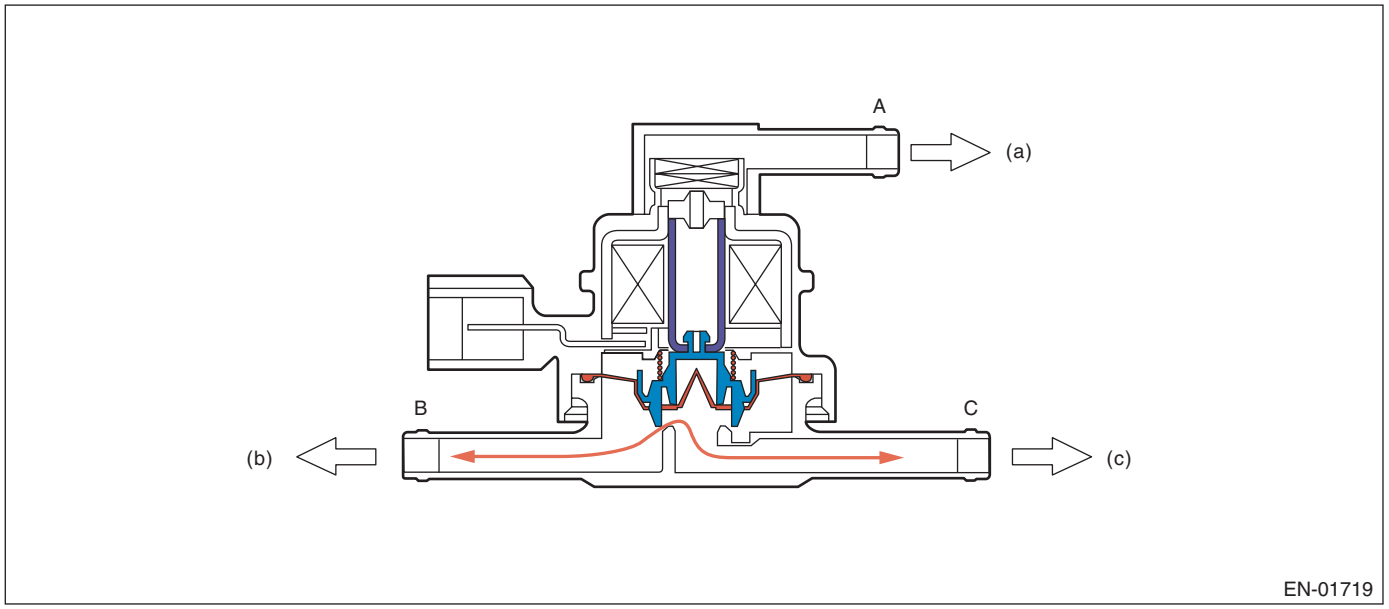
When B < C (Solenoid OFF)



(a) Atmospheric pressure (b) Fuel tank (c) Canister

(1) Valve

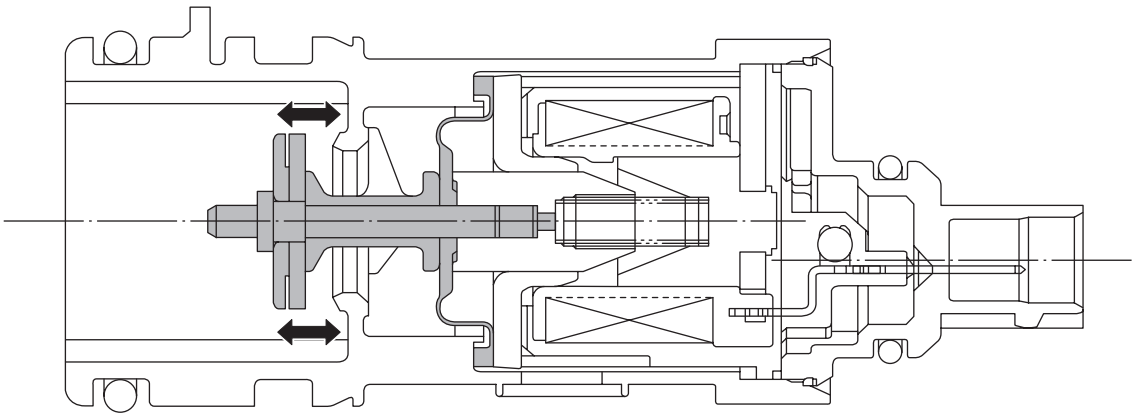
When Solenoid is ON



(a) Atmospheric pressure (b) Fuel tank (c) Canister

Drain Valve

Drain valve controls the ambient air to be introduced to the canister.



3. ENABLE CONDITION

0.04-inch Diagnosis

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Barometric pressure	≥ 75.1 kPa (563 mmHg, 22.17 inHg)
Total time of canister purge operation	120 seconds or more
After engine starting	856 seconds or more
Learning value of evaporation gas density	≤ 0.08
Engine speed	1,050 — 6,000 rpm
Fuel tank pressure	≥ –4.00 kPa (–30 mmHg, –1.18 inHg)
Intake manifold vacuum (relative pressure)	< –26.7 kPa (–200 mmHg, –7.87 inHg)
Vehicle speed	≥ 32 km/h (20 MPH)
Fuel level	9.0 — 51.0 ℓ (2.38 — 13.47 US gal, 1.98 — 11.22 Imp gal)
Closed air/fuel ratio control	In operation
Fuel temperature	–10 — 45°C (14 — 113°F)
Intake air temperature	≥ –10°C (14°F)
Pressure change per second	< 0.23 kPa (1.7 mmHg, 0.07 inHg)
Minimum pressure change value every one second – Maximum pressure change value every one second	< 0.23 kPa (1.7 mmHg, 0.07 inHg)
Change of fuel level	< 2.5 ℓ/128 milliseconds (0.66 US gal/128 milliseconds, 0.55 Imp gal/128 milliseconds)
Air fuel ratio	0.76 — 1.25

0.02-inch Diagnosis

Secondary Parameters	Enable Condition
(At starting a diagnosis)	
Evap. diagnosis	Incomplete
Battery voltage	≥ 10.9 V
Atmospheric pressure	≥ 75.1 kPa (563 mmHg, 22.2 inHg)
Time from 0.02 inch leak, previous incomplete diagnosis	
When cancelling in mode A	> 120 sec.
When cancelling in other than mode A	> 600 sec.
Total time of canister purge operation	120 seconds or more
After engine starting	120 seconds or more
Fuel Temp.	–10 — 70°C (14 — 158°F)
Fuel level	9.0 — 51.0 ℓ (2.38 — 13.47 US gal, 1.98 — 11.22 Imp gal)
Intake manifold vacuum (relative pressure)	< –8.0 kPa (–60 mmHg, –2.36 inHg)
Fuel tank pressure	–0.67 — 1.43 kPa (–5 — 10.7 mmHg, –0.20 — 0.42 inHg)
Vehicle speed	≥ 30 km/h (19 MPH)
Closed air/fuel ratio control	In operation
Engine speed	550 — 6000 rpm
(During diagnosis)	
Change of fuel level	≤ Value from Map
Pressure change every one second	< 0.06 kPa (0.44 mmHg, 0.02 inHg)
Minimum pressure change value every one second – Maximum pressure change value every one second	< 0.07 kPa (0.51 mmHg, 0.02 inHg)
| Pressure change in tank every second |	≤ 0.1 kPa (0.75 mmHg, 0.03 inHg)
Atmospheric pressure change (Mode D)	–0.48 — 0.32 kPa (–3.6 — 2.4 mmHg, –0.14 — 0.09 inHg)
Atmospheric pressure change (Mode E)	–0.32 — 0.32 kPa (–2.4 — 2.4 mmHg, –0.09 — 0.09 inHg)

Map

Fuel level (ℓ , US gal, Imp gal)	0	10, 2.64, 2.2	20, 5.28, 4.4	30, 7.93, 6.6	40, 10.57, 8.8	50, 13.21, 11	60, 15.85, 13.2
Change (ℓ , US gal, Imp gal)	4.2, 1.11, 0.92	4.2, 1.11, 0.92	4.1, 1.08, 0.9	4.0, 1.06, 0.88	3.9, 1.03, 0.86	3.8, 1.0, 0.84	3.8, 1.0, 0.84

4. GENERAL DRIVING CYCLE

0.04-inch Diagnosis

- After 856 seconds or more have passed since the engine started, perform the diagnosis only once at a constant speed of 32 km/h (20 MPH) or more.
- Pay attention to the fuel temperature and fuel level.

0.02-inch Diagnosis

- Perform the diagnosis 770 seconds or more after the engine start at a constant engine speed of 68 km/h (42 MPH) or higher to judge as NG or OK.
- If judgment cannot be made, repeat the diagnosis.
- Be careful of the remaining fuel level.

5. DIAGNOSTIC METHOD

Purge control solenoid valve stuck open fault diagnosis

DTC
P0457 Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)

Purpose of Mode Z

When performing the leakage diagnosis of EVAP system, the purge control solenoid valve must operate normally. Therefore, mode Z is used to diagnose the purge control solenoid valve stuck open condition. Note that if a purge control solenoid valve stuck open fault is detected, the EVAP system leakage diagnosis is cancelled.

Diagnostic method

Purge control solenoid valve functional diagnosis is performed by monitoring the tank pressure in mode Z.

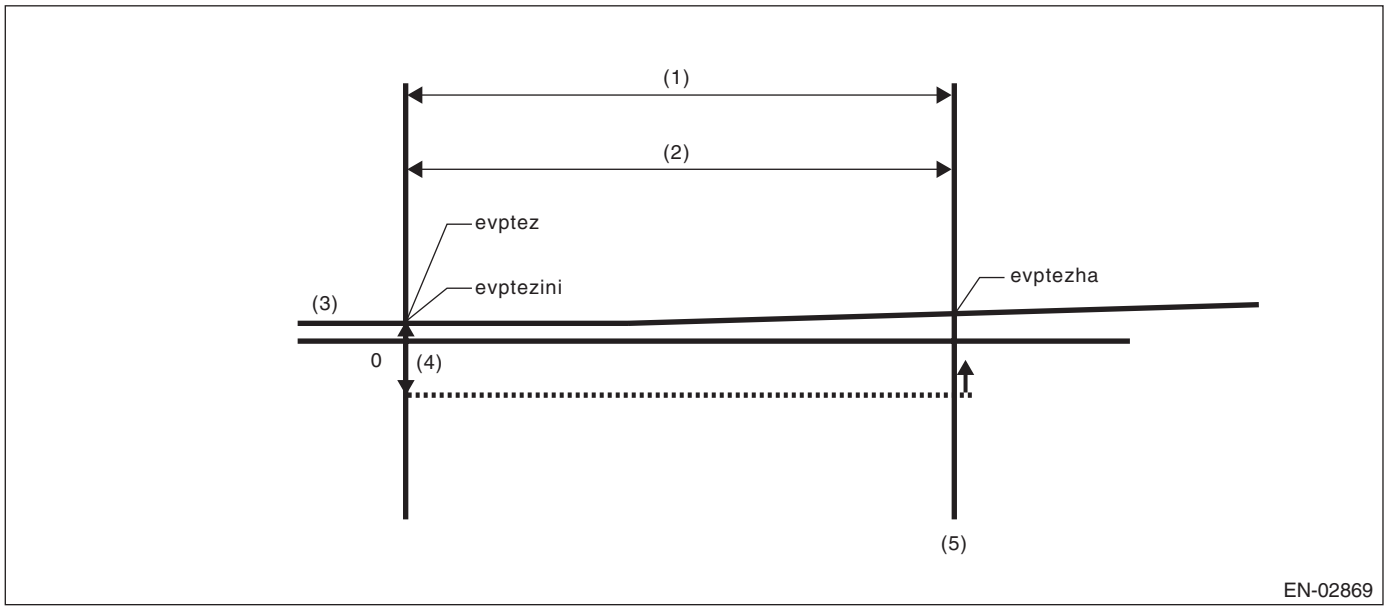
Normality Judgment

Judge OK and change to Mode A when the criteria below are completed in 3 seconds after Mode Z started.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
(Tank pressure when Mode Z started) – (Tank pressure when Mode Z finished)	≤ 0.4 kPa (3 mmHg, 0.12 inHg)	P0457

Normal



(1) Mode Z
(2) 3 seconds
(3) Fuel tank pressure
(4) 0.4 kpa (3.0 mmHg, 0.12 inHg)
(5) OK judgment

- evptez – evptezha ≤ 0.4 kPa (3.0 mmHg, 0.12 inHg)
- evptezini – evptezha ≤ 0.4 kPa (3.0 mmHg, 0.12 inHg)

Judge as normal when both are established.

Abnormality Judgment

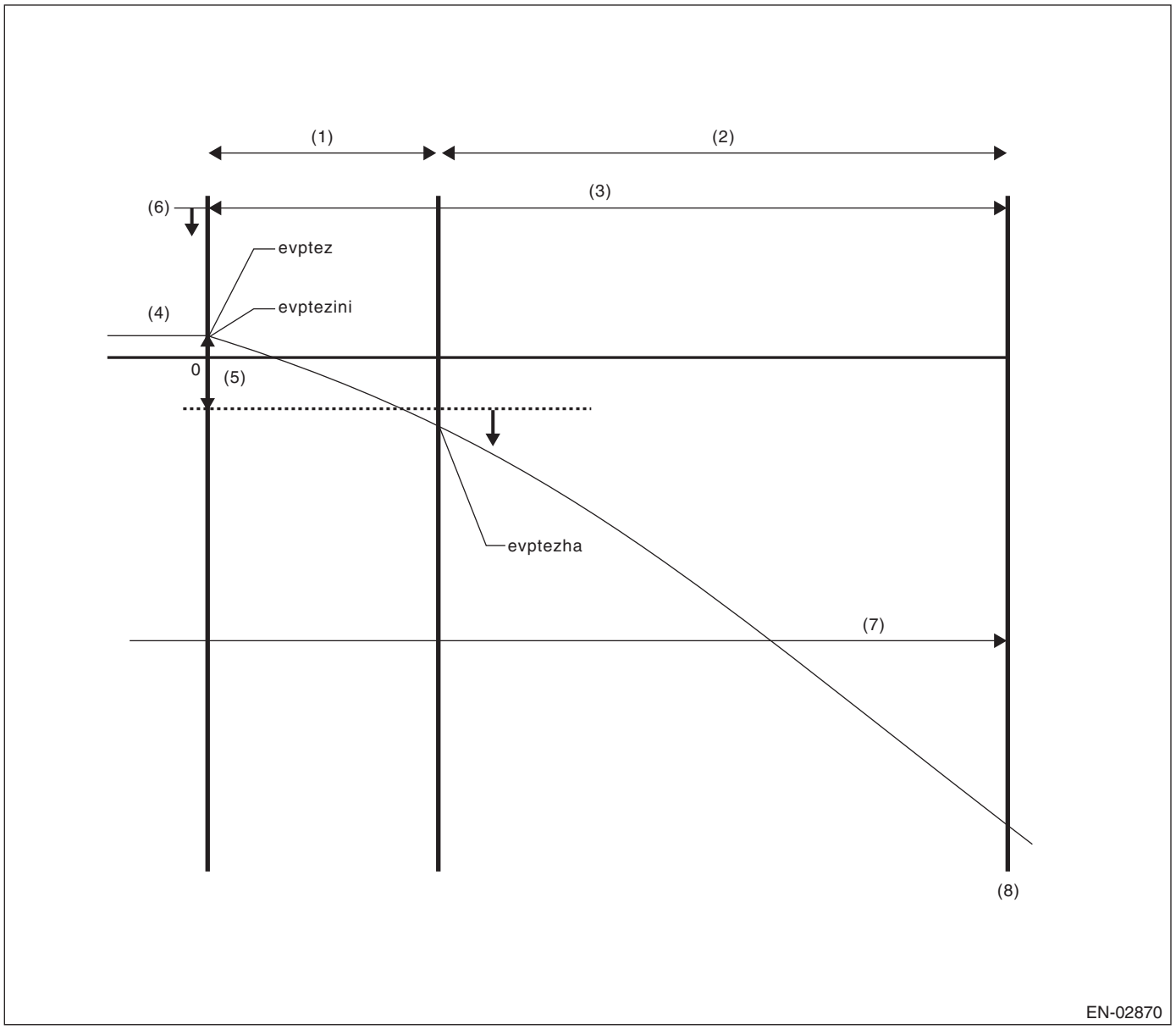
If OK judgment cannot be made, extend Mode Z 16 seconds more, and judge as NG when all the criteria below are completed after 16 seconds.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
(Tank pressure when Mode Z started) – (Tank pressure when Mode Z finished)	> 0.6 kPa (4.5 mmHg, 0.18 inHg)	P0457
Tank pressure when Mode Z started	≤ 1.43 kPa (10.7 mmHg, 0.42 inHg)	
Time of 2 ℓ or more fuel no sloshing	≥ 40 sec.	

Time Needed for Diagnosis: 16 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.
When judgment for purge control solenoid valve stuck open NG is made, end the evaporative diagnosis.
Cancel the evaporative diagnosis when the OK/NG judgment for purge control solenoid valve stuck open cannot be made in Mode Z.

Purge Control Solenoid Valve Open Fixation



(1) Mode Z
(2) Extended mode Z
(3) 16 seconds
(4) Fuel tank pressure
(5) 0.87 kpa (6.5 mmHg, 0.26 inHg)
(6) 1.43 kpa (10.7 mmHg, 0.42 inHg)
(7) No fuel sloshing for 40 seconds
(8) NG judgment

- evptezini, evptez ≤ 1.43 kPa (10.7 mmHg, 0.42 inHg)
- evptez – evptezha ≤ 0.87 kPa (6.5 mmHg, 0.26 inHg)
- evptezini – evptezha ≤ 0.87 kPa (6.5 mmHg, 0.26 inHg)
- No fuel sloshing of over 2 ℓ (0.53 US gal, 0.44 Imp gal) for 40 seconds or more.

Judge as normal when all are established.

Leak Diagnosis

DTC
P0442 Evaporative Emission Control System Leak Detected (Small Leak)
P0457 Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)

Diagnostic method

- The diagnostic method consists of creating a sealed vacuum in the fuel tank and then determining the presence of leakage from the speed at which the tank internal pressure returns to atmospheric pressure.
- The diagnosis is divided into the following five phases.

Mode A: (Estimated evaporation gas amount)
Calculate the tank pressure change amount (P1) when using mode A. After calculating P1, switch to mode B.
Mode B: (Negative pressure sealed)
Introduce negative pressure in the intake manifold to the tank.
Approximately 0 → –1.4 kPa (0 → –10.5 mmHg, 0 → –0.41 inHg)
When the pressure above (desired negative pressure) is reached, enters Mode C.
In this case, if the tank pressure does not reach the target negative pressure, judge that there is a large leakage (10 seconds or 25 seconds) in the system and terminate the evaporative emission control system diagnosis.
Abnormality Judgment
Judge as NG (large leak) when the criteria below are met.
Judgment Value

Malfunction Criteria	Threshold Value	DTC
Time to reach target negative pressure	≥ 25 sec.	P0457
Or mode B time	≥ 10 sec.	
(Min. pressure value in tank when in mode B) – (Tank pressure when mode B started)	< –0.53 kPa (–4 mmHg, –0.16 inHg)	

Mode C: (Check pressure rise)
Stop the introduction of negative pressure. (Wait until the tank pressure returns to the start level of P2 calculation.)
Change to Mode D when the tank pressure returns to the start level of P2 calculation.
Judge immediate OK and change to Mode E when it does not return in spite of spending the specified time.

Tank pressure when starting calculation of P2	Make advanced OK judgment
–1.3 kPa (–9.75 mmHg, –0.38 inHg)	15 seconds

Mode D: (Measure amount of negative pressure change)
Monitor the tank pressure change amount in mode D. In this case, the tank pressure increases (nears atmospheric pressure), because evaporation occurs. However, if any leakage exists, the pressure increases additionally in proportion to this leakage. The pressure variation of this tank is P2.
After calculating P2, perform a small leak diagnosis according to the items below.
When Mode D is ended
Assign tank variations measured in Mode A and Mode D; P1 and P2, to the formula below, judge small leaks in the system. If the measured judgment value exceeds the threshold value, it is judged to be a malfunction.
Abnormality Judgment
Judge as NG when the criteria below are met and judge as OK and clear NG when not met.
Judgment Value

Malfunction Criteria	Threshold Value	DTC
P2 – 1.5 × P1 P2: Tank pressure that changes every 10 seconds in mode D P1: Tank pressure that changes every 10 seconds in mode A	> Value from Map 7 * Threshold value: Map (Remaining Fuel vs Tank temperature)	P0442

* 1.5: Evaporation amount compensation value when below negative pressure (Amount of evaporation occurrence increases as a vacuum condition increases.)

Map 7 Malfunction criteria limit for evaporation diagnosis

Fuel temperature vs Fuel level	5°C (41°F)	15°C (59°F)	25°C (77°F)	35°C (95°F)	45°C (113°F)
10 ℓ (2.6 US gal, 2.2 Imp gal)	0.49 kPa (3.68 mmHg, 0.145 inHg)	0.49 kPa (3.68 mmHg, 0.145 inHg)	0.53 kPa (3.95 mmHg, 0.156 inHg)	0.54 kPa (4.07 mmHg, 0.160 inHg)	0.56 kPa (4.17 mmHg, 0.164 inHg)
20 ℓ (5.3 US gal, 4.4 Imp gal)	0.50 kPa (3.77 mmHg, 0.148 inHg)	0.51 kPa (3.79 mmHg, 0.149 inHg)	0.53 kPa (4.01 mmHg, 0.158 inHg)	0.56 kPa (4.17 mmHg, 0.164 inHg)	0.57 kPa (4.27 mmHg, 0.168 inHg)
30 ℓ (7.9 US gal, 6.6 Imp gal)	0.51 kPa (3.85 mmHg, 0.152 inHg)	0.52 kPa (3.9 mmHg, 0.154 inHg)	0.54 kPa (4.06 mmHg, 0.160 inHg)	0.57 kPa (4.27 mmHg, 0.168 inHg)	0.60 kPa (4.48 mmHg, 0.176 inHg)
40 ℓ (10.6 US gal, 8.8 Imp gal)	0.65 kPa (4.88 mmHg, 0.192 inHg)	0.65 kPa (4.90 mmHg, 0.193 inHg)	0.66 kPa (4.98 mmHg, 0.196 inHg)	0.71 kPa (5.32 mmHg, 0.209 inHg)	0.76 kPa (5.73 mmHg, 0.226 inHg)
50 ℓ (13.2 US gal, 11.0 Imp gal)	0.79 kPa (5.90 mmHg, 0.232 inHg)	0.79 kPa (5.90 mmHg, 0.232 inHg)	0.79 kPa (5.90 mmHg, 0.232 inHg)	0.85 kPa (6.38 mmHg, 0.251 inHg)	0.88 kPa (6.60 mmHg, 0.260 inHg)

Time Needed for Diagnosis: 30 to 100 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Leak Diagnosis

DTC
P0456 Evaporative Emission Control System Leak Detected (very small leak)

Diagnostic method

- The diagnostic method consists of creating a sealed vacuum in the fuel tank and then determining the presence of leakage from the speed at which the tank internal pressure returns to atmospheric pressure.
- The diagnosis is divided into the following five phases.

Mode A: (0 point compensation)
When the pressure in the tank is high, wait until it returns to 0 point (Near 0 mmHg). Shift to mode B when returned to the 0 point. Cancel the diagnosis when 0 point does not return in the specified time.
Mode B: (Vacuum pressure introduction)
Introduce negative pressure in the intake manifold to the tank.
Approximately 0 → –2.0 kPa (0 → –15 mmHg, 0 → –0.59 inHg)
When the pressure above (desired negative pressure) is reached, enters Mode C.
At this time, if the tank internal pressure does not reach the target vacuum pressure, cancel the diagnosis.
Mode C: (Vacuum pressure maintained)
Stop the introduction of negative pressure. (Wait until the tank pressure returns to the start level of P2 calculation.)
Change to Mode D either when the tank pressure returns to the start level of P2 calculation, or when the predetermined amount of time has passed.
Mode D: (Vacuum pressure change amount calculation)
Monitor the tank pressure in mode D, calculate the pressure change (P2) in the tank, and measure the time (evpdset) for the tank pressure to return to the end level of P2 calculation. Shift to Mode E when the tank pressure returns to the end level of P2 calculation. If it does not return to the P2 calculation end tank internal pressure after the predetermined amount of time has passed, make advanced OK judgment or cancel the diagnosis according to the value of P2.

Normality Judgment
Judge as OK when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Advanced OK judgment 1	
Mode D time	≥ 30 sec.
Tank internal pressure	≤ –1.8 kPa (–13.4 mmHg, –0.53 inHg)
Advanced OK judgment 2	
Mode D time	≥ 200 sec.
P2	≤ 0.9 — 1.3 kPa (7 — 9.6 mmHg, 0.28 — 0.38 inHg)

Mode E: (Evaporation occurrence amount calculation)
Calculate the change of tank pressure with the time evpdset (P1) to judge as NG/OK according to the value of P1. (There are gray judgments.)

Abnormality Judgment
Judge as NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
P1	< Value from Map 7 *Threshold value: Map (Remaining fuel vs evpdset)

Map 7 Malfunction criteria limit for evaporation diagnosis

Time (evpdset) vs fuel level	0 seconds	30 seconds	80 seconds	100 seconds	150 seconds	200 seconds
10 ℓ (2.6 US gal, 2.2 Imp gal)	0 kPa (0 mmHg, 0 inHg)	0.21 kPa (1.6 mmHg, 0.063 inHg)	0.29 kPa (2.2 mmHg, 0.087 inHg)	0.29 kPa (2.2 mmHg, 0.087 inHg)	0.29 kPa (2.2 mmHg, 0.087 inHg)	0.29 kPa (2.2 mmHg, 0.087 inHg)
30 ℓ (7.9 US gal, 6.6 Imp gal)	0 kPa (0 mmHg, 0 inHg)	0.21 kPa (1.6 mmHg, 0.063 inHg)	0.29 kPa (2.2 mmHg, 0.087 inHg)	0.29 kPa (2.2 mmHg, 0.087 inHg)	0.29 kPa (2.2 mmHg, 0.087 inHg)	0 kPa (0 mmHg, 0 inHg)
50 ℓ (13.2 US gal, 11.0 Imp gal)	0 kPa (0 mmHg, 0 inHg)	0.24 kPa (1.8 mmHg, 0.071 inHg)	0.29 kPa (2.2 mmHg, 0.087 inHg)	0.29 kPa (2.2 mmHg, 0.087 inHg)	0 kPa (0 mmHg, 0 inHg)	0 kPa (0 mmHg, 0 inHg)

Normality Judgment
Judge as OK when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
P1	> Value from Map 8 *Threshold value: Map (Remaining fuel vs evpdset)

Map 8 Malfunction criteria limit for evaporation diagnosis

Time (evpdset) vs fuel level	0 seconds	30 seconds	80 seconds	100 seconds	150 seconds	200 seconds
10 ℓ (2.6 US gal, 2.2 Imp gal)	0.16 kPa (1.2 mmHg, 0.047 inHg)	0.37 kPa (2.8 mmHg, 0.110 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)
30 ℓ (7.9 US gal, 6.6 Imp gal)	0.16 kPa (1.2 mmHg, 0.047 inHg)	0.37 kPa (2.8 mmHg, 0.110 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)
50 ℓ (13.2 US gal, 11.0 Imp gal)	0.16 kPa (1.2 mmHg, 0.047 inHg)	0.40 kPa (3 mmHg, 0.118 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)

Time Needed for Diagnosis: 65 to 514 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

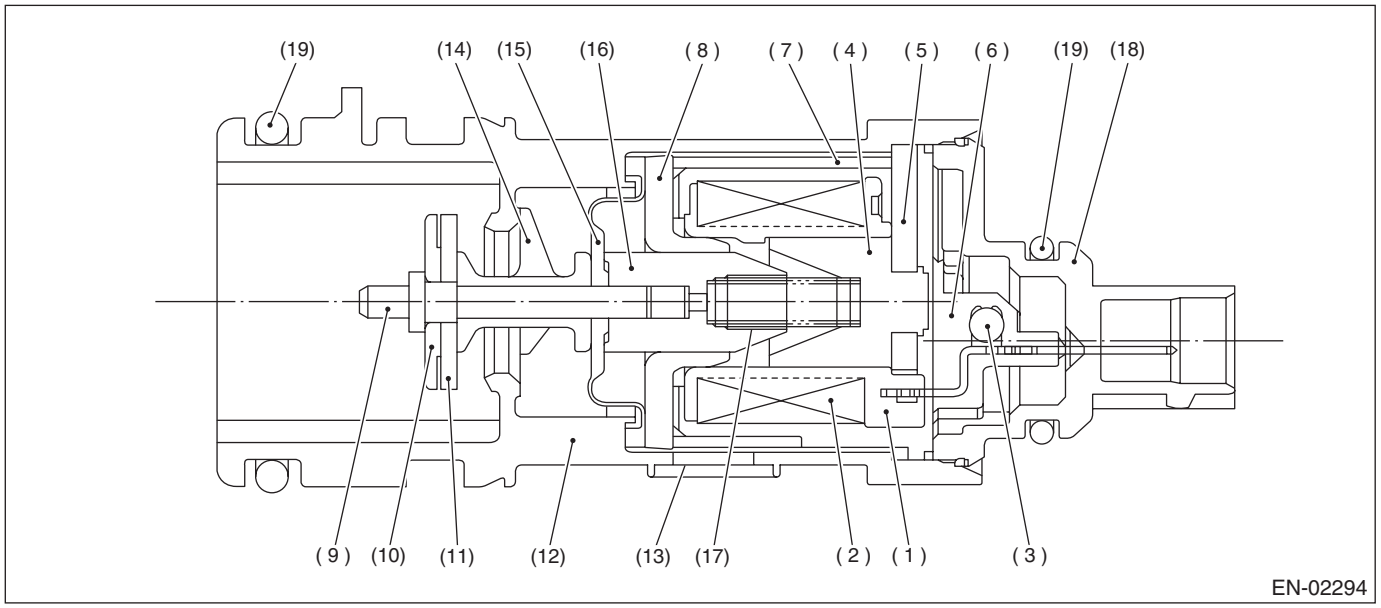
- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

BG:DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the drain valve.
Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



(1) Bobbin
(2) Coil
(3) Diode
(4) Stator core
(5) End plate
(6) Body
(7) Yoke
(8) Magnetic plate
(9) Shaft
(10) Plate
(11) Valve
(12) Housing
(13) Filter
(14) Retainer
(15) Diaphragm
(16) Movable core
(17) Spring
(18) Cover
(19) O-ring

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting all the malfunction criteria below becomes more than 2.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	1 second or more
Terminal output voltage when ECM outputs OFF signal	Low

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when all the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	1 second or more
Terminal output voltage when ECM outputs OFF signal	High

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Pressure control solenoid valve control: Open the pressure control solenoid valve.

9. ECM OPERATION AT DTC SETTING

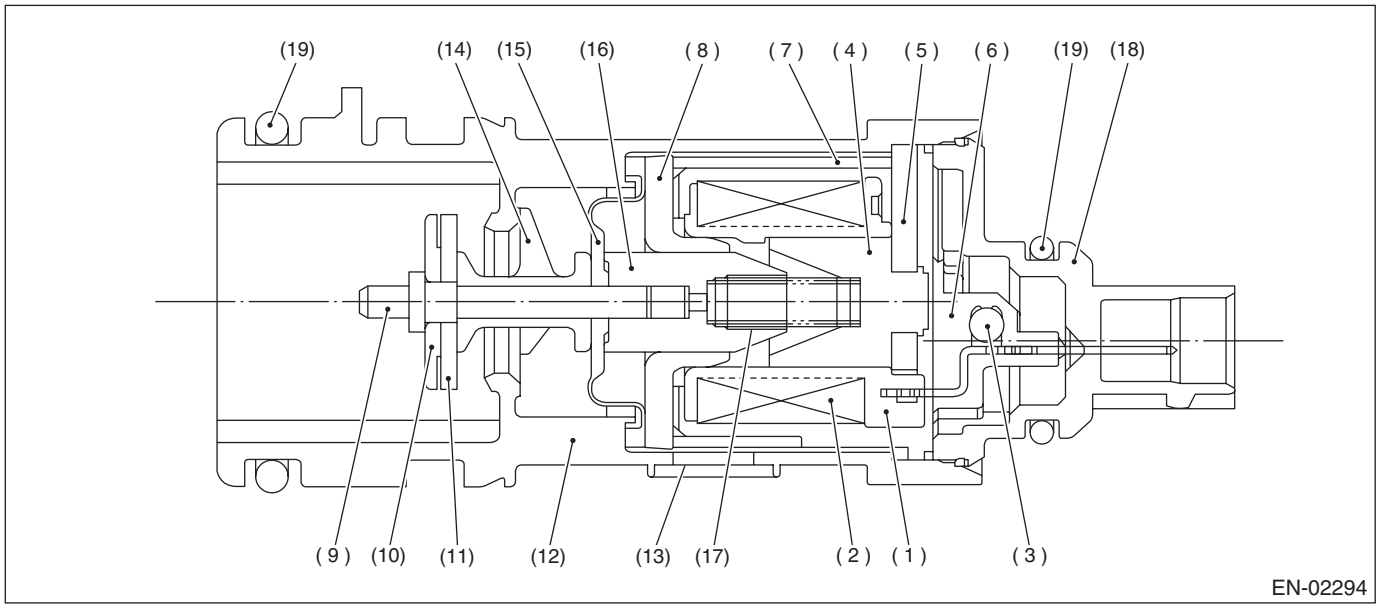
Memorize the freeze frame data. (For test mode $02)

BH:DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the drain valve.
Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



(1) Bobbin
(2) Coil
(3) Diode
(4) Stator core
(5) End plate
(6) Body
(7) Yoke
(8) Magnetic plate
(9) Shaft
(10) Plate
(11) Valve
(12) Housing
(13) Filter
(14) Retainer
(15) Diaphragm
(16) Movable core
(17) Spring
(18) Cover
(19) O-ring

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than 2.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	1 second or more
Terminal output voltage when ECM outputs ON signal	High

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when all the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	1 second or more
Terminal output voltage when ECM outputs ON signal	Low

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Pressure control solenoid valve control: Open the pressure control solenoid valve.

9. ECM OPERATION AT DTC SETTING

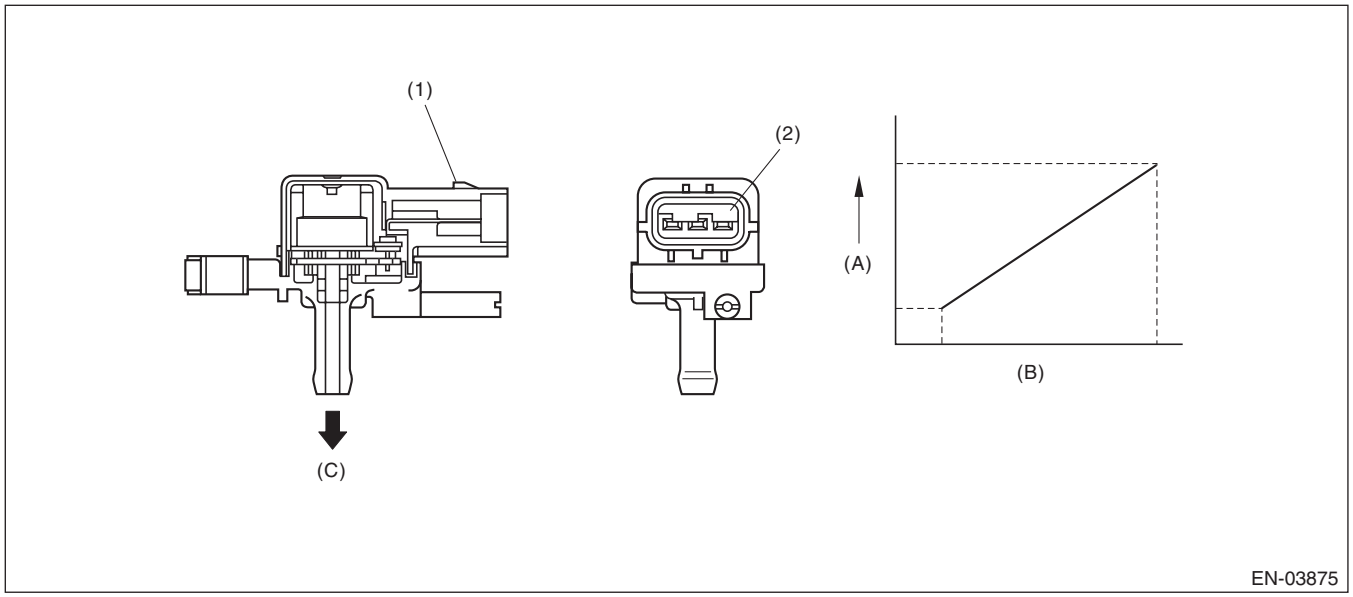
Memorize the freeze frame data. (For test mode $02)

BI: DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR

1. OUTLINE OF DIAGNOSIS

Detect the tank pressure sensor output property abnormality.
If there is no variation of tank internal pressure when there should be under the operating condition, judge as NG.

2. COMPONENT DESCRIPTION



(A) Output voltage
(B) Input voltage
(C) To fuel tank
(1) Connector
(2) Terminals

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
After engine starting	60 seconds or more
Fuel level	≥ 9.0 ℓ (2.4 US gal, 2.0 Imp gal)
Fuel temperature	< 35°C (95°F)
Battery voltage	≥ 10.9 V
Atmospheric pressure	> 75.1 kPa (563 mmHg, 22.2 inHg)

4. GENERAL DRIVING CYCLE

- Perform the diagnosis continuously after 60 seconds or more have passed since the engine started.
- Be sure to check the fuel level and fuel temperature.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Number of times when the difference between the maximum value and minimum value for the fuel level every 60 seconds is 2 ℓ (0.53 US gal, 0.44 Imp gal) or more (with enable conditions established)	≥ 16 times
Maximum – Minimum tank pressure (with enable conditions established)	< 0.05 kPa (0.375 mmHg, 0.01 inHg)
Maximum – Minimum fuel temperature (with enable condition completed)	≥ 7°C (12.6°F)

If the maximum value – minimum value for the fuel level every 60 seconds is less than 2 liters, extend 60 seconds and make judgment with the maximum and minimum values for the fuel level in 120 seconds. If a difference does not appear though the time was extended 60 seconds, extend the time (180, 240, 300 seconds) and continue the judgment. If the maximum value – minimum value for the fuel level is 2 liters or more, the diagnosis counter counts up.

Time Needed for Diagnosis: 1 minute × 16 times or more

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Maximum – Minimum tank pressure	≥ 0.05 kPa (0.375 mmHg, 0.01 inHg)

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Purge control solenoid valve control: Not allowed to purge fixed mode.

9. ECM OPERATION AT DTC SETTING

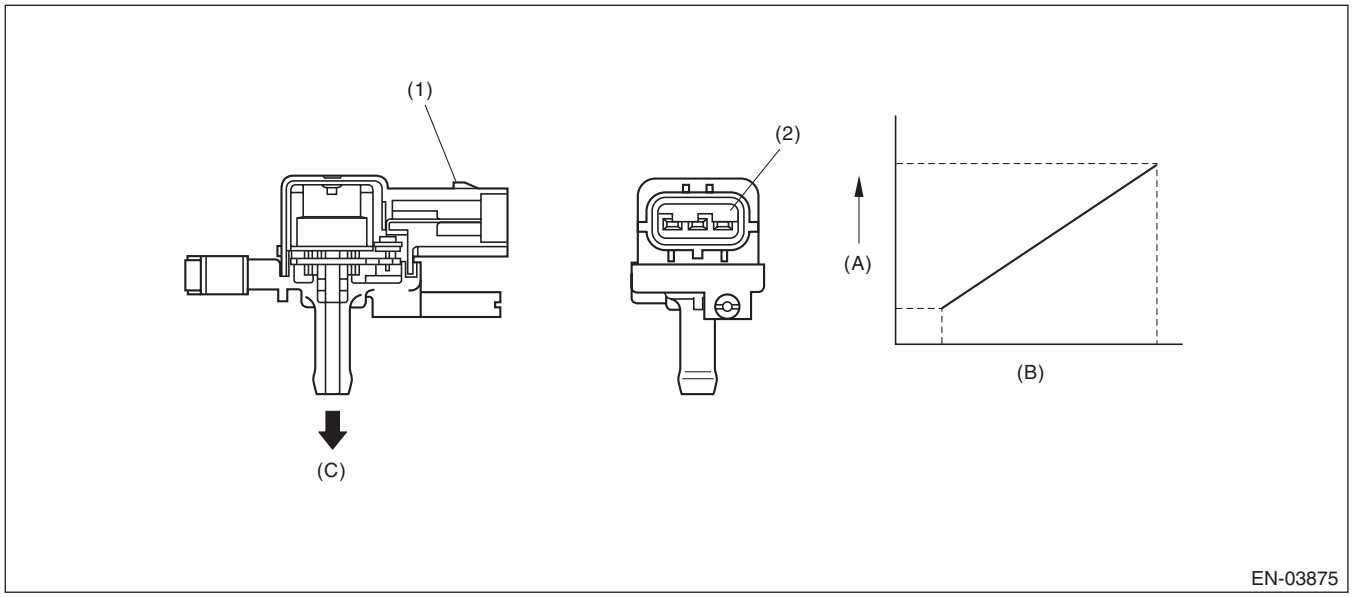
Memorize the freeze frame data. (For test mode $02)

BJ:DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the fuel tank pressure sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(A) Output voltage
(B) Input voltage
(C) To fuel tank
(1) Connector
(2) Terminals

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 15 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	≤ –7.48 kPa (–56.15 mmHg, –2.21 inHg)

Time Needed for Diagnosis: 15 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	> –7.48 kPa (–56.15 mmHg, –2.21 inHg)

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Purge control solenoid valve control: Not allowed to purge fixed mode.

9. ECM OPERATION AT DTC SETTING

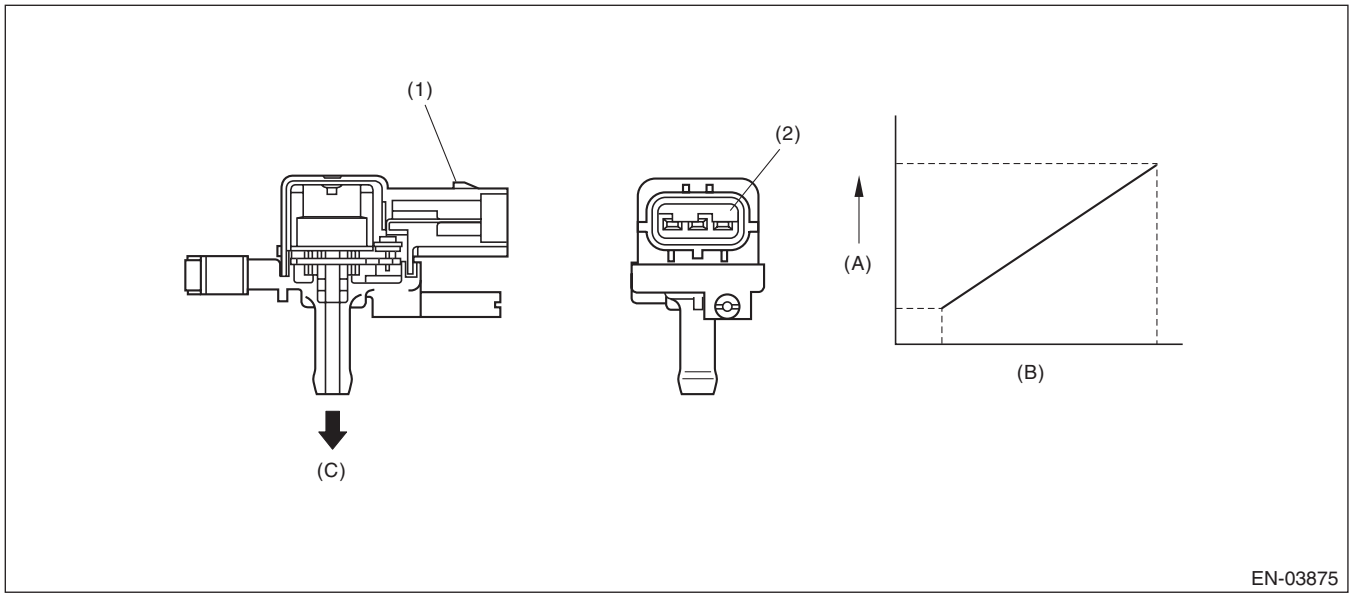
Memorize the freeze frame data. (For test mode $02)

BK:DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the fuel tank pressure sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(A) Output voltage
(B) Input voltage
(C) To fuel tank
(1) Connector
(2) Terminals

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Vehicle speed	≥ 2 km/h (1 MPH)
All conditions of EVAP canister purge	Completed
Learning value of evaporation gas density	≤ 0.08
Main feedback compensation coefficient	≥ 0.9
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Perform the diagnosis continually when purging.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 15 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	> 7.98 kPa (59.85 mmHg, 2.36 inHg)
Fuel temperature	< 35°C (95°F)
Atmospheric pressure	≥ 75.1 kPa (563 mmHg, 22.2 inHg)

Time Needed for Diagnosis: 15 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	≤ 7.98 kPa (59.85 mmHg, 2.36 inHg)

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Purge control solenoid valve control: Not allowed to purge fixed mode.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

BL:DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK)

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P0442. <Ref. to GD(H4SO)-118, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

BM:DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF)

1. OUTLINE OF DIAGNOSIS

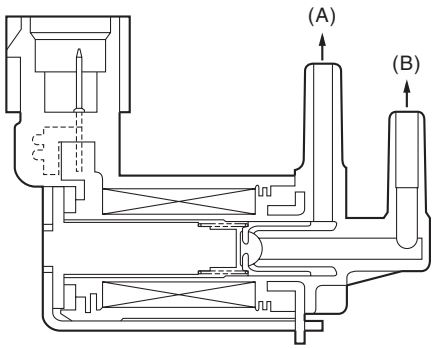
NOTE:
For the detection standard, refer to DTC P0442. <Ref. to GD(H4SO)-118, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

BN:DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the purge control solenoid valve.
Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



EN-01733

(A) To canister (B) To intake manifold

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	1 second or more

4. GENERAL DRIVING CYCLE

Always perform the diagnosis after starting the engine.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Continuous time with the following conditions established:	≥ 2.5 sec.
Duty ratio of “ON”	< 75%
Terminal output voltage	Low

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal output voltage	High

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

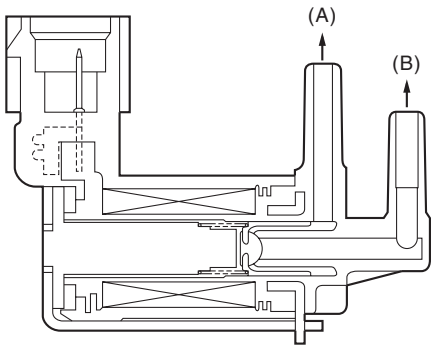
Memorize the freeze frame data. (For test mode $02)

BO:DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the purge control solenoid valve.
Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



EN-01733

(A) To canister (B) To intake manifold

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	1 second or more

4. GENERAL DRIVING CYCLE

Always perform the diagnosis after starting the engine.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Continuous time with the following conditions established:	≥ 2.5 sec.
Duty ratio of “ON”	≥ 25%
Terminal output voltage	High

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal output voltage	Low

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

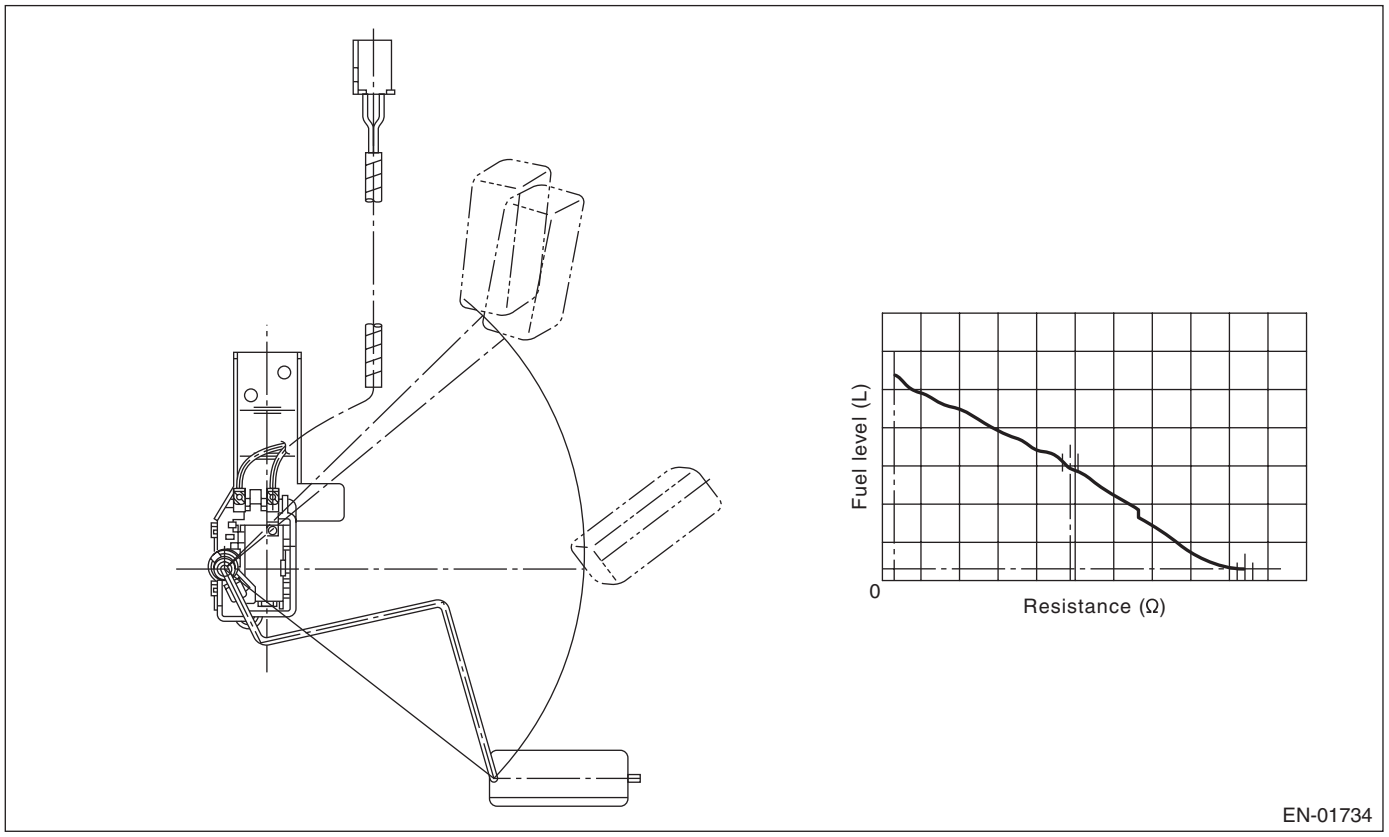
Memorize the freeze frame data. (For test mode $02)

BP:DTC P0461 FUEL LEVEL SENSOR “A” CIRCUIT RANGE/PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect malfunctions of the fuel level sensor output property.
If the fuel level does not vary in a particular driving condition / engine condition where it should, judge as NG.

2. COMPONENT DESCRIPTION



3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Accumulated amount of intake air	> 331 kg (729.9 lb)
Max. – Min. values of fuel level output	< 2.6 ℓ (0.69 US gal, 0.57 Imp gal)
Battery voltage	≥ 10.9 V
After engine starting	5 seconds or more

Time Needed for Diagnosis: Undetermined
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Accumulated amount of intake air	> 331 kg (729.9 lb)
Max. – Min. values of fuel level output	≥ 2.6 ℓ (0.69 US gal, 0.57 Imp gal)
Battery voltage	≥ 10.9 V
After engine starting	5 seconds or more

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

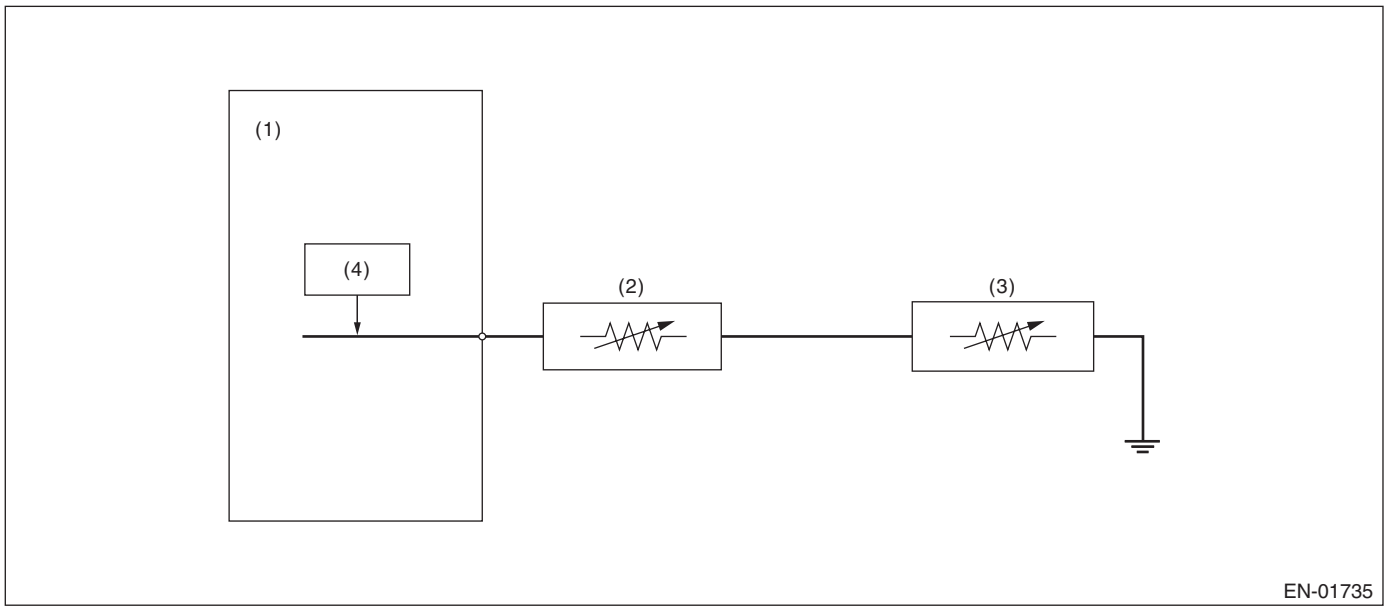
Memorize the freeze frame data. (For test mode $02)

BQ:DTC P0462 FUEL LEVEL SENSOR “A” CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of fuel level sensor. Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Fuel level sensor
(3) Fuel sub level sensor
(4) Detecting circuit

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than time needed for diagnosis (2.5 seconds).

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	3 seconds or more
Output voltage	≤ 0.035 V

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	3 seconds or more
Output voltage	> 0.035 V

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

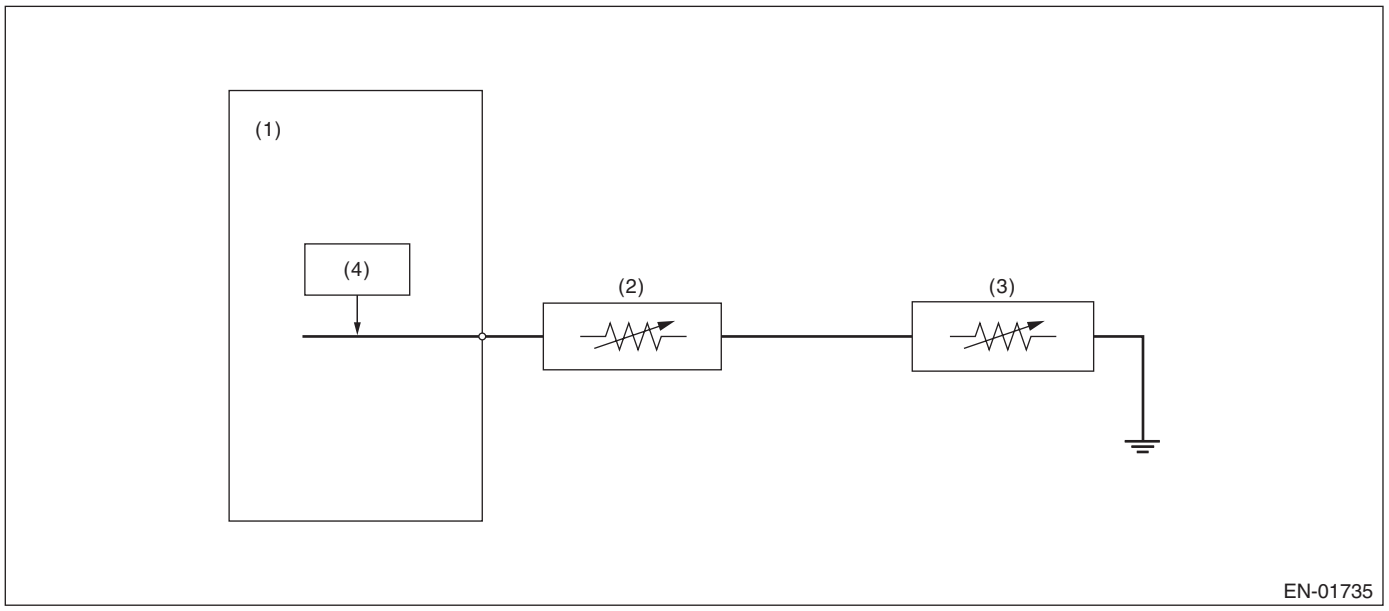
Memorize the freeze frame data. (For test mode $02)

BR:DTC P0463 FUEL LEVEL SENSOR “A” CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of fuel level sensor. Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Fuel level sensor
(3) Fuel sub level sensor
(4) Detecting circuit

3. ENABLE CONDITION

Secondary Parameters	Enable Condition
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below exceeds the time required for diagnosis (2.5 seconds).

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	3 seconds or more
Output voltage	≥ 4.911 V

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold value
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	3 seconds or more
Output voltage	< 4.911 V

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

BS:DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT

1. OUTLINE OF DIAGNOSIS

Detect the unstable output faults from the fuel level sensor caused by noise. Judge as NG when the max. value and cumulative value of output voltage variation of the fuel level sensor is larger than the threshold value.

2. ENABLE CONDITION

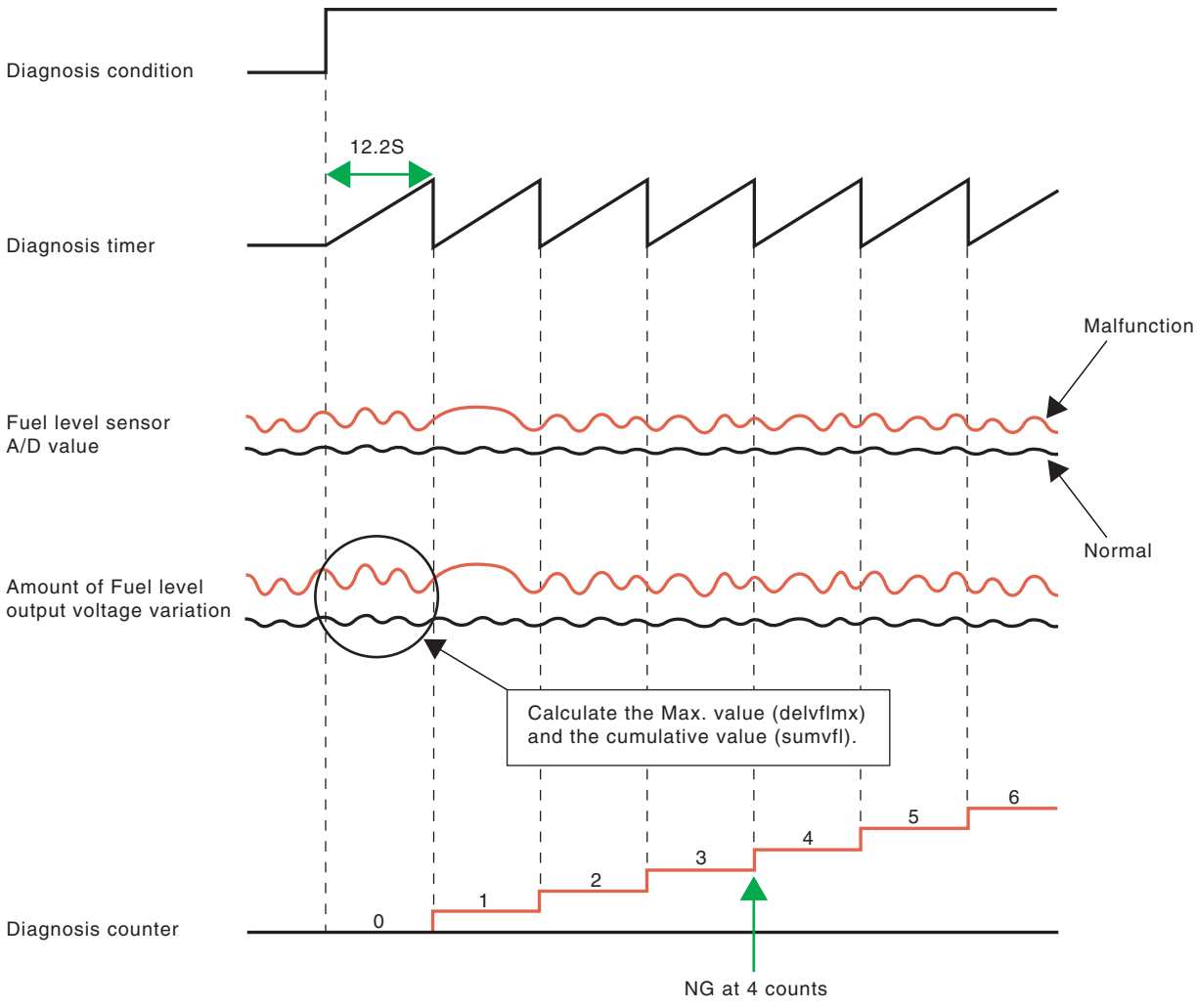
Malfunction Criteria	Threshold Value
Engine speed	≥ 500 rpm
After engine starting	1 second or more
Ignition switch	ON
Battery voltage	> 10.9 V
Idle switch	ON
Fuel level	9.0 — 51 ℓ (2.38 — 13.47 US gal, 1.98 — 11.22 Imp gal)
Vehicle speed = 0 km/h (0 MPH)	10 seconds or more

3. GENERAL DRIVING CYCLE

- Always perform the diagnosis continuously at idle speed.
- Pay attention to the fuel level.

4. DIAGNOSTIC METHOD

Calculate the Max. value (delflmax) and cumulative value (sumfl) of output voltage variation of fuel level sensor during 12.2 seconds. Judge as normal when both max. and cumulative values are not over the threshold value. Otherwise, when either of them is over the threshold value, the diagnosis counter counts up. Judge as NG if the counter indicated 4 counts.



Abnormality Judgment

Judge as NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Total times of the condition reaching follows, DELFLMAX ≥ 0.2 — 0.26 V or SUMFL ≥ 16 V At that time, DELFLMAX: Maximum difference of sensor output for 12.2 seconds; SUMFL: Integrated value of the sensor output deviation for 12.2 seconds	≥ 4 times

The diagnosis counter does not count up when the following conditions are completed within 12.2 seconds.

Maximum value – Mnimum value of change of tank pressure for 12.2 seconds	≥ 0.05 kPa (0.375 mmHg, 0.02 inHg)
Maximum value – Minimum value of battery voltage for 12.2 seconds	≥ 1.65 V

Time Needed for Diagnosis: 12.2 seconds × 4 times
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
DELFLMAX	< 0.2 — 0.26 V
SUMFL	< 16 V
At that time, DELFLMAX: Maximum difference of sensor output for 12.2 seconds; SUMFL: Integrated value of the sensor output deviation for 12.2 seconds	

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

BT:DTC P0483 FAN RATIONALITY CHECK

1. OUTLINE OF DIAGNOSIS

Detect the function abnormality of the radiator fan.
Judge as NG when the engine coolant temperature slowly decreases even when the radiator fan is rotating.

2. ENABLE CONDITION

Diagnostic enable condition is established if the radiator fan changes from OFF → ON when all of the conditions below are met.
When one of the conditions below is not met, the diagnostic enable condition is not established.

Secondary Parameters	Enable Conditions
Engine speed	560 — 900 rpm
Idle switch	ON
Vehicle speed	< 2 km/h (1 MPH)
Battery voltage	≥ 10.9 V

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously when the radiator fan changes from OFF → ON when idling.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than 5 minutes.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature	≥ 100°C (212°F)
Radiator fan signal change	OFF to ON
Engine coolant temperature	Does not decrease

Time Needed for Diagnosis: 5 minutes
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Radiator fan signal change	OFF to ON
Engine coolant temperature	Decrease

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

BU:DTC P0502 VEHICLE SPEED SENSOR “A” CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of vehicle speed. Judge NG when low vehicle speed (0 km/h (0 MPH)) remains whereas it seemed to be in a usual driving speed.

2. ENABLE CONDITION (FOR ABNORMALITY JUDGMENT ONLY)

Secondary Parameters	Enable Condition
Engine speed	< 4000 rpm
Fuel cut in decel.	In operation
Battery voltage	≥ 10.9 V

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously during deceleration fuel cut.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 4 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Vehicle speed	< 1

Time Needed for Diagnosis: 4 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when all of the following criteria are established.

Malfunction Criteria	Threshold Value
Vehicle speed	≥ 1
Starter switch	OFF
Starter switch ON → OFF time	≥ 3 sec.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

- Vehicle speed sensor signal process: Vehicle speed = 10 km/h (6 MPH)
- ISC control: Open loop compensation is set to specified value (1 g (0.04 oz)/s). Not allowed to calculate ISC feed back amount.
- Radiator fan control: Both main and sub fan ON
- Tumble generator valve control: Open the tumble generator valve.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

BV:DTC P0503 VEHICLE SPEED SENSOR “A” INTERMITTENT/ERRATIC/HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of vehicle speed. Judge as NG when high vehicle speed (240 km/h (149 MPH) or more) is still present under the driving condition of the vehicle running at a certain speed.

2. ENABLE CONDITION (FOR ABNORMALITY JUDGMENT ONLY)

Secondary Parameters	Enable Condition
Engine speed	< 4000 rpm
Fuel cut in decel.	In operation
Battery voltage	≥ 10.9 V

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously during deceleration fuel cut.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 4 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Vehicle speed	≥ 240

Time Needed for Diagnosis: 4 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when all of the following criteria are established.

Malfunction Criteria	Threshold Value
Vehicle speed	< 240
Starter switch	OFF
Starter switch ON → OFF time	≥ 3 sec.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

- Vehicle speed sensor signal process: Vehicle speed = 10 km/h (6 MPH)
- ISC control: Open loop compensation is set to specified value (1 g (0.04 oz)/s). Not allowed to calculate ISC feed back amount.
- Radiator fan control: Both main and sub fan ON
- Tumble generator valve control: Open the tumble generator valve.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

BW:DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED

1. OUTLINE OF DIAGNOSIS

Detect the malfunction that actual engine speed is not close to target engine speed during idling. Judge as NG when actual engine speed is not close to target engine speed during idling.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature	≥ 75°C (167°F)
Battery voltage	≥ 10.9 V
Atmospheric pressure	> 75.1 kPa (563 mmHg, 22.2 inHg)
Fuel level	≥ 9.0 ℓ (2.38 US gal, 1.98 Imp gal)
After engine starting	≥ 10.5 sec.
Feedback in ISC	In operation
Lambda value	0.81 — 1.1
After air condition switching ON/OFF	> 5.1 sec.
After intake manifold pressure changes more than 4 kPa (30 mmHg, 1.2 inHg)	> 5.1 sec.
After neutral switch ON/OFF change	> 5.1 sec.
Vehicle speed	0 km/h (0 MPH)

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at idling after warming up engine.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below is 10 seconds × 3 times.

Judgment Value

Malfunction Criteria	Threshold Value
Actual – Target engine speed	< –100 rpm
Feedback value for ISC	Max.

Time Needed for Diagnosis: 10 seconds × 3 times
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear NG when the continuous time of meeting the malfunction criteria below becomes more than 10 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Actual – Target engine speed	≥ –100 rpm

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

BX:DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED

1. OUTLINE OF DIAGNOSIS

Detect the malfunction that actual engine speed is not close to target engine speed during idling. Judge as NG when actual engine speed is not close to target engine speed during idling.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature	≥ 75°C (167°F)
Battery voltage	≥ 10.9 V
Atmospheric pressure	> 75.1 kPa (563 mmHg, 22.2 inHg)
Fuel level	≥ 9.0 ℓ (2.38 US gal, 1.98 Imp gal)
After engine starting	≥ 10.5 sec.
Feedback in ISC	In operation
Lambda value	0.81 — 1.1
After air condition switching ON/OFF	> 5.1 sec.
After intake manifold pressure changes more than 4 kPa (30 mmHg, 1.2 inHg)	> 5.1 sec.
After neutral switch ON/OFF change	> 5.1 sec.
Vehicle speed	0 km/h (0 MPH)

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at idling after warming up engine.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below is 10 seconds × 3 times.

Judgment Value

Malfunction Criteria	Threshold Value
Actual – Target engine speed	≥ 200 rpm
Feedback value for ISC	Min.

Time Needed for Diagnosis: 10 seconds × 3 times
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear NG when the continuous time of meeting the malfunction criteria below becomes more than 10 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Actual – Target engine speed	< 200 rpm

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

BY:DTC P0512 STARTER REQUEST CIRCUIT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of starter SW.
Judge ON NG when the starter SW signal remains ON.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as ON NG when the continuous time of meeting the malfunction criteria below becomes more than 3 minutes.

Judgment Value

Malfunction Criteria	Threshold Value
Engine speed	> 500 rpm
Starter OFF signal	Not detected
Battery voltage	> 8 V

Time Needed for Diagnosis: 180 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge ON OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Starter OFF signal	Detected
Battery voltage	> 8 V

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

BZ:DTC P0513 INCORRECT IMMOBILIZER KEY

1. OUTLINE OF DIAGNOSIS

DTC	Item	OUTLINE OF DIAGNOSIS
P0513	Incorrect Immobilizer Key	Incorrect immobilizer key (Use of unregistered key in body integrated unit)
P1570	Antenna	Faulty antenna
P1571	Reference Code Incompatibility	Reference code incompatibility between body integrated unit and ECM
P1572	IMM Circuit Failure (Except Antenna Circuit)	Communication failure between body integrated unit and ECM
P1574	Key Communication Failure	Failure of body integrated unit to verify key (transponder) ID code or transponder failure
P1576	EGI Control Module EEPROM	ECM malfunctioning
P1577	IMM Control Module EEPROM	Body integrated unit malfunctioning
P1578	Meter Failure	Reference code incompatibility between body integrated unit and combination meter

2. ENABLE CONDITION

When starting the engine.

3. GENERAL DRIVING CYCLE

Perform the diagnosis only after starting the engine.

4. DIAGNOSTIC METHOD

Judge as NG when the conditions for the outline of the diagnosis of the top are established.

CA:DTC P0519 IDLE AIR CONTROL SYSTEM PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect malfunctions in which the engine speed continues to rise during idling.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Feedback in ISC	In operation
Vehicle speed	< 4 km/h (2 MPH)
After engine starting	1 second or more

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously when the vehicle is running at a speed of less than 4 km/h (2 MPH).

4. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the all malfunction criteria below becomes more than 2 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Engine speed – targeted engine speed	> 2000 rpm
Feedback compensation for ISC	≤ 0
Engine speed change every 180 degree engine revs.	≥ –5 rpm

Time Needed for Diagnosis: 2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear NG when the continuous time of meeting the malfunction criteria below becomes more than 5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Engine speed – Targeted engine speed	< 200 rpm

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

Fuel cut: Cuts off fuel for only #1 and #2 cylinders, or for all cylinders according to vehicle speed, engine speed, and throttle position.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CB:DTC P0600 SERIAL COMMUNICATION LINK

1. OUTLINE OF DIAGNOSIS

Detect malfunction of CAN communication.
Judge as NG when CAN communication is not established, CAN communication with AT is not established, and the data from the AT is not normal.

2. COMPONENT DESCRIPTION

ECM and TCM are connected by high speed CAN.
(Common Specifications)
CAN Protocol 2.0 B (Active)
Frame Format: 11 Bit ID Frame (Standard Frame)
(High speed CAN)
Conforms to ISO11898
Communication Speed: 500 kbps

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Starter switch	OFF
Engine	run

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after starting the engine.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when either of the following conditions is established.
Judge as OK and clear the NG when the continuous time when all of the following criteria are established is more than the predetermined time (1 second).

Judgment Value

Malfunction Criteria	Threshold Value
Bus off flag or warning flag	set
ID is not received from the TCM	= 500 milliseconds

Time Needed for Diagnosis: 1 time
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR CLEAR PARAMETERS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CC:DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of microcomputer (RAM).
When there is a problem in the main CPU normal RAM, or the sub CPU normal RAM, judge as NG. Judge as OK when both are operating properly.
If it is possible to write data to the whole area of RAM in the initial routine, and is possible to read the same data, it is judged as OK, and if not, NG.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

Diagnosis with the initial routine.

3. GENERAL DRIVING CYCLE

Perform the diagnosis as soon as the ignition switch is turned to ON.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Main CPU normal RAM abnormal	
Write 5AA5A55A and then read. (Whole area of RAM)	5AA5A55A cannot be read.
Or write A55A5AA5 and then read. (Whole area of RAM)	A55A5AA5 cannot be read.
Sub CPU normal RAM abnormal	
Write 5AA5 and then read. (Whole area of RAM)	5AA5 cannot be read.
Or write A55A and then read. (Whole area of RAM)	A55A cannot be read.

Time Needed for Diagnosis: Undetermined
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Main CPU normal RAM abnormal	
Write 5AA5A55A and then read. (Whole area of RAM)	5AA5A55A can be read.
And write A55A5AA5 and then read. (Whole area of RAM)	A55A5AA5 can be read.
Sub CPU normal RAM abnormal	
Write 5AA5 and then read. (Whole area of RAM)	5AA5 can be read.
And write A55A and then read. (Whole area of RAM)	A55A can be read.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CD:DTC P0605 INTERNAL CONTROL MODULE READ ONLY MEMORY (ROM) ERROR

1. OUTLINE OF DIAGNOSIS

Judge as NG when SUM value of ROM is outside the standard value.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
SUM value of ROM	Specification

Time Needed for Diagnosis: Undetermined
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

8. ECM OPERATION AT DTC SETTING

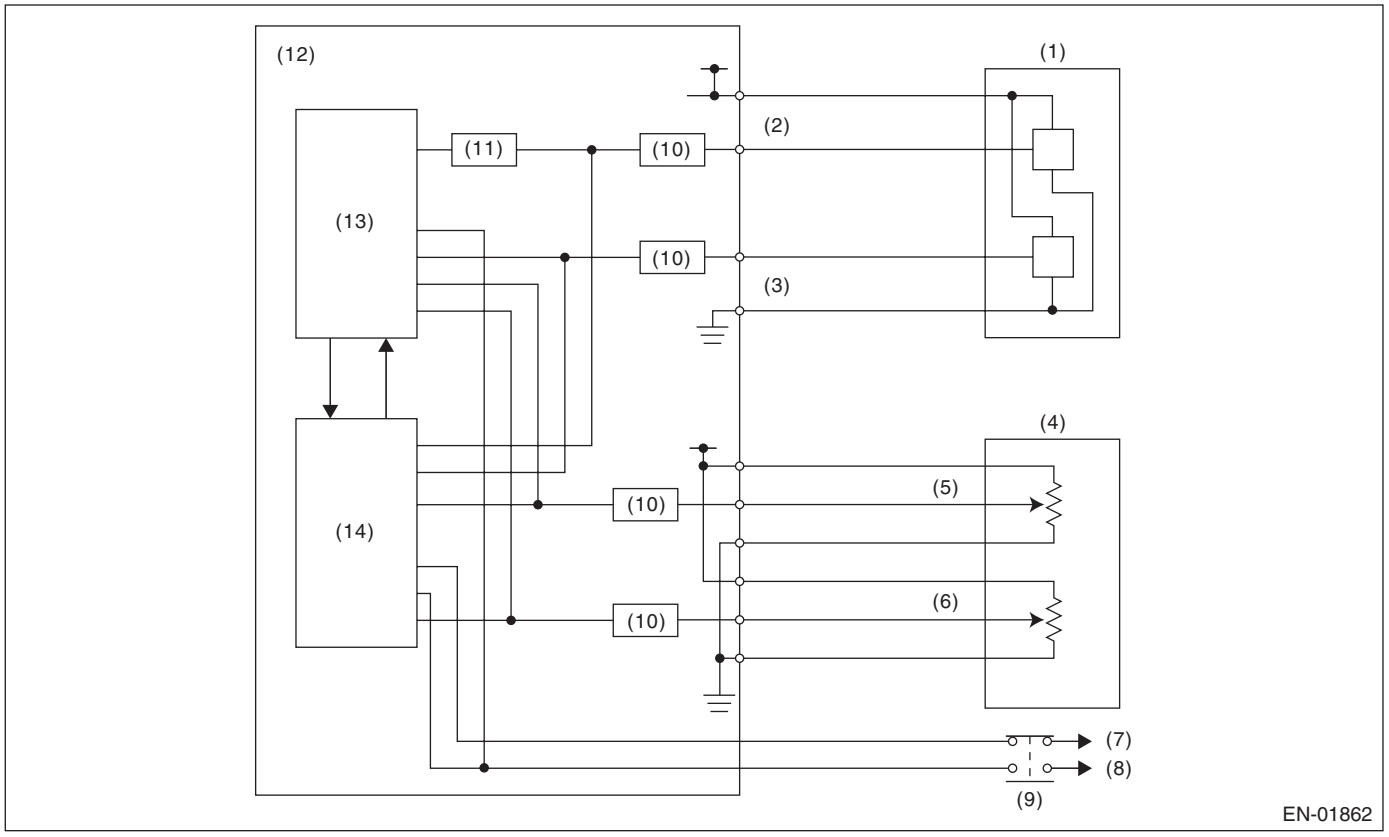
Memorize the freeze frame data. (For test mode $02)

CE:DTC P0607 CONTROL MODULE PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Judge as NG when either the following is completed.
- When the read value of throttle position sensor 1 signal is mismatched between main CPU and sub CPU.
- When the read value of accelerator pedal position sensor 1 signal is mismatched between main CPU and sub CPU.
- When the sub CPU operates abnormally.
- When the communication between main CPU ←→ sub CPU is abnormal.
- When the input amplifier circuit of throttle position sensor 1 is abnormal.
- When the cruise control cannot be canceled correctly.
- When the signal of brake SW1 and 2 is mismatched.
- When the directed angle from the main CPU is abnormal.

2. COMPONENT DESCRIPTION



(1)	Throttle position sensor	(6)	Accelerator pedal position sensor 2	(11)	Amplifier circuit
(2)	Throttle position sensor 1	(7)	Battery	(12)	Engine control module (ECM)
(3)	Throttle position sensor 2	(8)	Stop light	(13)	Sub CPU
(4)	Accelerator pedal position sensor	(9)	Brake switch	(14)	Main CPU
(5)	Accelerator pedal position sensor 1	(10)	I/F circuit		

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
(1) Ignition switch	ON
(2) Ignition switch	ON
(3) None	—
(4) None	—
(5) Throttle opening angle	
(6) Brake switch (only with cruise control)	ON
(7) None	—
(8) Cruise control	OFF

4. GENERAL DRIVING CYCLE

(1) — (4): Always perform the diagnosis continuously.
(5): Always perform the diagnosis continuously when idling.
(6): Perform the diagnosis when the brake pedal is depressed.
(7): Always perform the diagnosis continuously.
(8): Always perform the diagnosis continuously when the cruise control pedal is not operating.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
(1) Difference of CPU reading value of the throttle position sensor signal	0.0858 V
(2) Difference of CPU on read value of the accelerator pedal position sensor signal	0.038 V
(3) WD pulse from sub CPU	WD pulse occur
(4) Communication between CPU	Possible to communicate
(5) | Throttle position sensor 1 opening angle — (Throttle position sensor 1 opening angle after the amplifier) 1/4 |	< 3°
(6) Cruise control cancel signal at brake ON	Cruise control cancel signal ON
(7) Brake switch 1, 2 signal	SW 1 and 2 are matched

Time Needed for Diagnosis:

1. 250 milliseconds
2. 250 milliseconds
3. 200 milliseconds
4. 200 milliseconds
5. 24 milliseconds
6. 250 milliseconds
7. 200 milliseconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

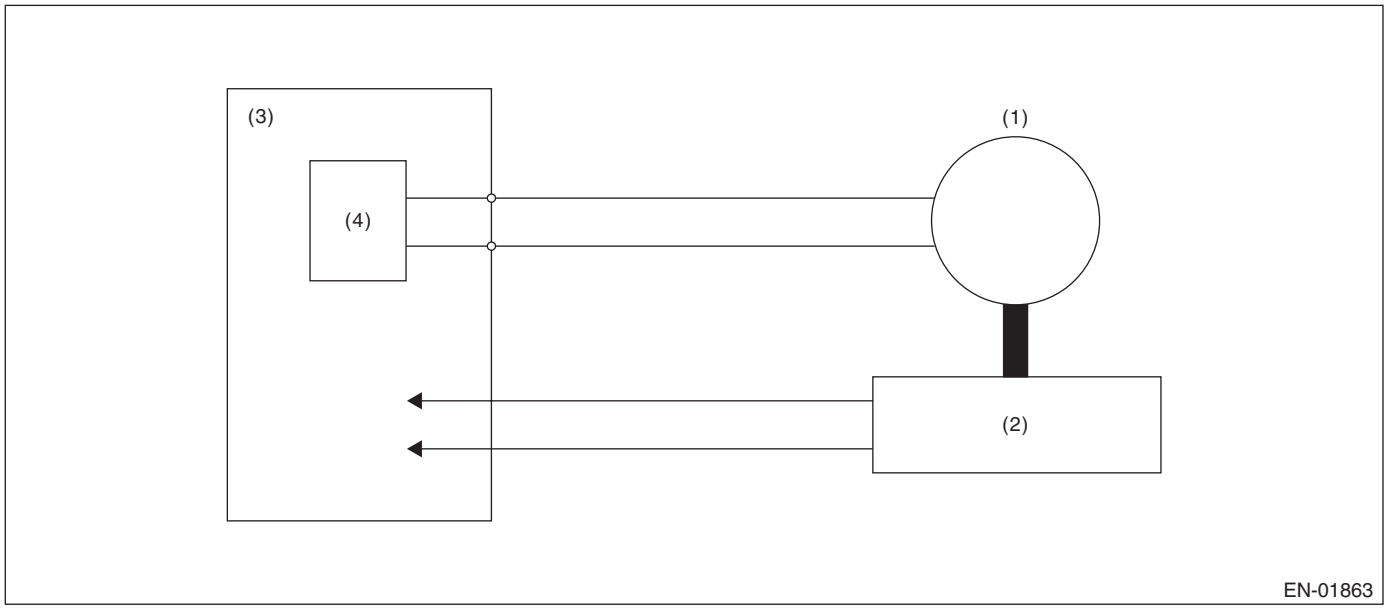
Memorize the freeze frame data. (For test mode $02)

CF:DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1)

1. OUTLINE OF DIAGNOSIS

Judge as NG when the target opening angle and actual opening angle is mismatched or the current to motor is more than specified duty for specified time continuously.

2. COMPONENT DESCRIPTION



(1) Motor
(2) Throttle position sensor
(3) Engine control module (ECM)
(4) Drive circuit

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Normal operation of electronic throttle control	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously when the electronic throttle control is operating.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

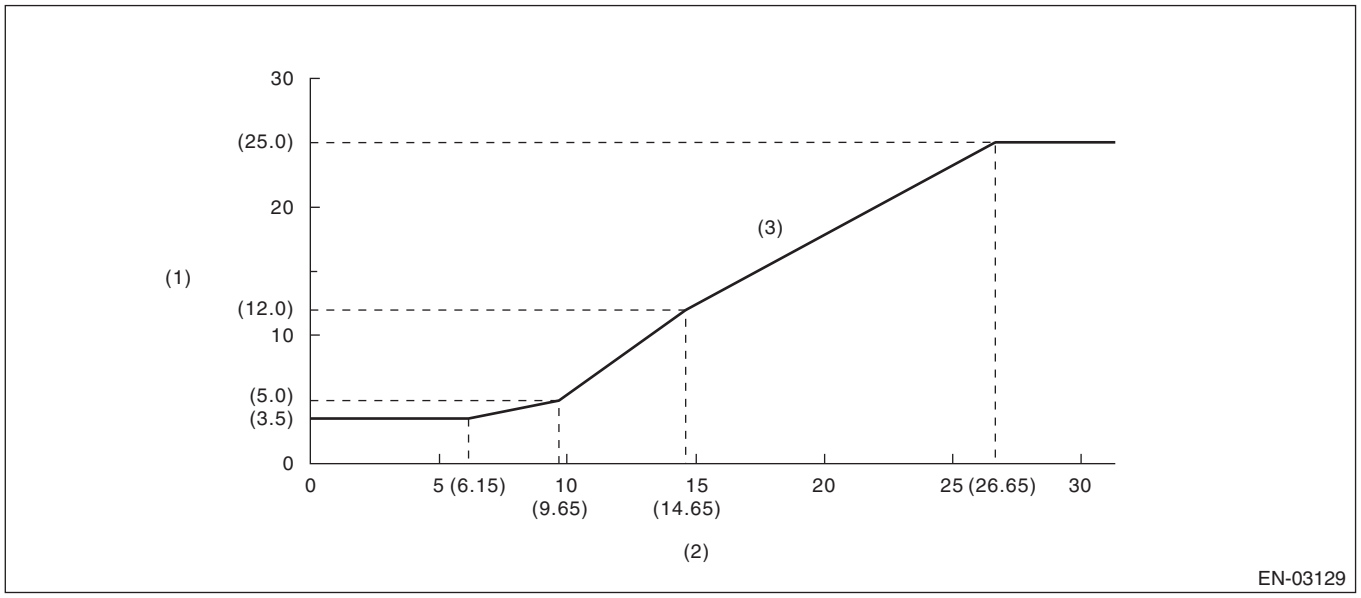
Judgment Value

Malfunction Criteria	Threshold Value
Difference between target opening angle and actual opening angle	3.5° or less
Output duty to drive circuit	95% or less

Time Needed for Diagnosis:

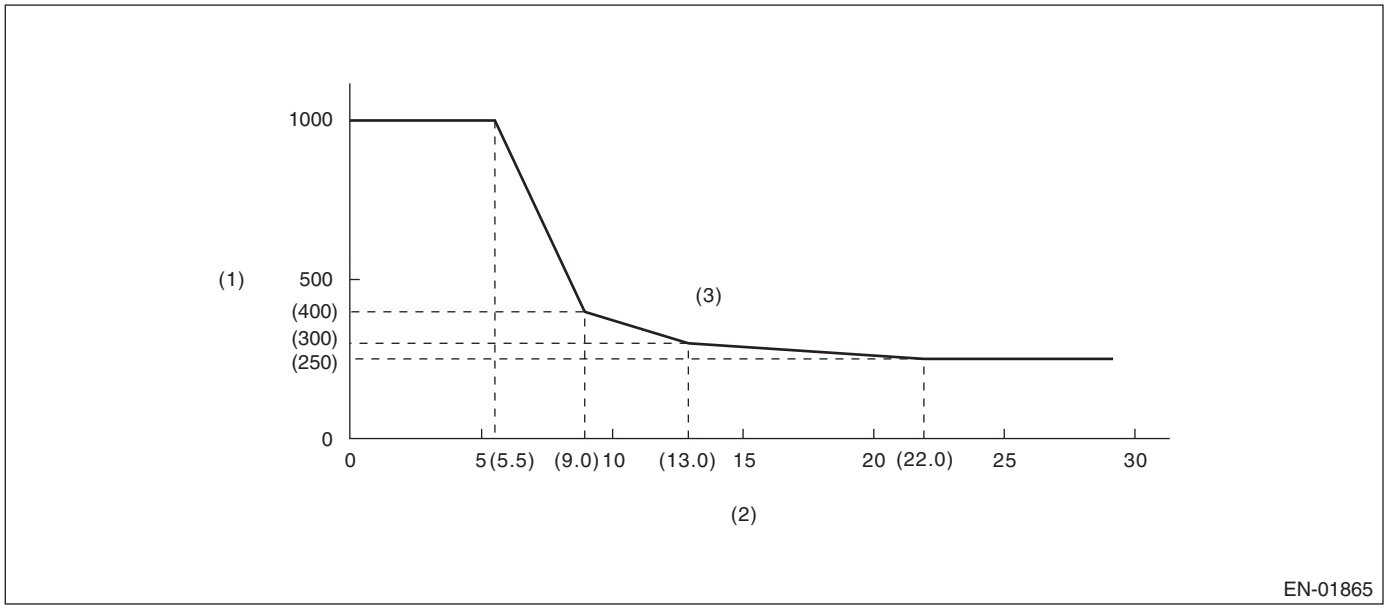
- Target opening angle and actual opening angle: 250 milliseconds (For NG) 2000 milliseconds (For OK)
- Output duty to drive circuit: 2000 milliseconds

Details of Judgment Value



(1) Difference between target opening angle and actual opening angle (°)
(2) Target throttle opening angle (°)
(3) NG area

Details of Judgment (The actual opening angle ≤ target opening angle is always 1000 milliseconds)



(1) Judgment time (milliseconds)
(2) Throttle position sensor 1 opening angle
(3) NG area

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CG:DTC P0691 FAN 1 CONTROL CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of radiator fan circuit.
Judge as NG when the ECM output level differs from the actual terminal level.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than 2.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
After engine starting	1 second or more
Engine speed	≥ 500 rpm
Ignition switch	ON
Battery voltage	≥ 10.9 V
Terminal voltage level when ECM outputs OFF signal	Low level

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
After engine starting	1 second or more
Engine speed	≥ 500 rpm
Ignition switch	ON
Battery voltage	≥ 10.9 V
Terminal voltage level when ECM outputs OFF signal	High level

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CH:DTC P0692 FAN 1 CONTROL CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of radiator fan circuit.
Judge as NG when the ECM output level differs from the actual terminal level.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than 2.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
After engine starting	1 second or more
Engine speed	≥ 500 rpm
Ignition switch	ON
Battery voltage	≥ 10.9 V
Terminal voltage level when ECM outputs ON signal	High level

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
After engine starting	1 second or more
Engine speed	≥ 500 rpm
Ignition switch	ON
Battery voltage	≥ 10.9 V
Terminal voltage level when ECM outputs ON signal	Low level

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CI: DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST)

1. OUTLINE OF DIAGNOSIS

CAN communication is established with AT and, judge as NG when there is a MIL lighting request.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than predetermined amount of time (2.5 seconds).
Judge as OK and clear the NG when the following conditions are not met.

Judgment Value

Malfunction Criteria	Threshold Value
MIL lighting request from TCM	set

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CJ:DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the neutral SW.
Judge NG when the ECM neutral terminal input differs from the reception data from TCM.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	2 seconds or more
Starter switch	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously in 2 seconds after starting the engine.

4. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than 2.56 seconds. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal when park/neutral = “OFF” and any other switches = “ON” on AT	LOW (ON)

Time Needed for Diagnosis: 2.56 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

Control of cruise control: Not allowed to control.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CK:DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the neutral SW.
Judge NG when there is no change in the neutral SW even if the driving shift was applied. (There is neutral SW ON/OFF inversion from the vehicle speed and engine speed.)

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	2 seconds or more
Starter switch	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously in 2 seconds after starting the engine.

4. DIAGNOSTIC METHOD

Judge NG when the malfunction criteria below are completed 3 time or more after the neutral SW change. Judge as OK and clear the NG if there is change in the neutral SW.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal (while changing from a to b below)	LOW (ON)
Driving condition change	a) to b)
a) Vehicle speed = 0 km/h (0 MPH) and engine speed 600 — 900 rpm	
b) Vehicle speed ≥ 64 km/h (40 MPH) and engine speed 1600 — 2550 rpm	

Time Needed for Diagnosis: Monitoring 3 times
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

Control of cruise control: Not allowed to control.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CL:DTC P0852 PARK/NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL)

1. OUTLINE OF DIAGNOSIS

Judge the open or short circuit of the neutral SW.
Judge NG when the ECM neutral terminal input differs from the reception data from TCM.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	2 seconds or more
Starter switch	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously in 2 seconds after starting the engine.

4. DIAGNOSTIC METHOD

Judge as NG when the continuous time until meeting the malfunction criteria below becomes 2.56 seconds.
Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal when park/neutral = “ON” and any other switches = “OFF” on AT	HIGH (OFF)

Time Needed for Diagnosis: 2.56 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

Control of cruise control: Not allowed to control.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CM:DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL)

1. OUTLINE OF DIAGNOSIS

Judge the open or short circuit of the neutral SW.
Judge NG when there is no change in the neutral SW even if the driving shift was applied. (There is neutral SW ON/OFF inversion from the vehicle speed and engine speed.)

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	2 seconds or more
Starter switch	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously in 2 seconds after starting the engine.

4. DIAGNOSTIC METHOD

Judge NG when the malfunction criteria below are completed 3 time or more after the neutral SW change.
Judge as OK and clear the NG if there is change in the neutral SW.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal (while changing from a to b below)	HIGH (OFF)
Driving condition change	a) to b)
a) Vehicle speed = 0 km/h (0 MPH) and engine speed 600 — 900 rpm	
b) Vehicle speed ≥ 64 km/h (40 MPH) and engine speed 1600 — 2550 rpm	

Time Needed for Diagnosis: Monitoring 3 times
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

Control of cruise control: Not allowed to control.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CN:DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

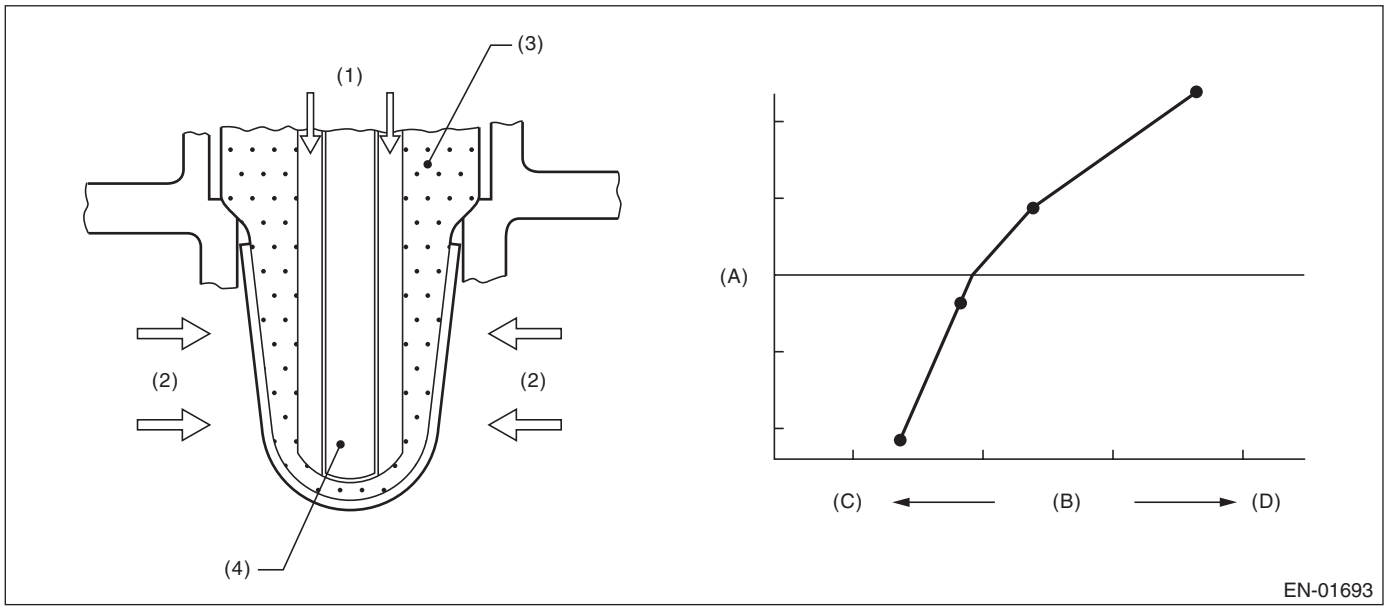
Detect that λ value remains Low.
Judge as NG when lambda value is abnormal in accordance with λ value of front oxygen (A/F) sensor and running conditions such as vehicle speed, amount of intake air, engine coolant temperature, sub feedback control, etc.

λ value = Actual air fuel ratio/Theoretical air fuel ratio

λ > 1: Lean

λ < 1: Rich

2. COMPONENT DESCRIPTION



(A) Electromotive force
(B) Air fuel ratio
(C) Lean
(D) Rich
(1) Atmosphere
(2) Exhaust gas
(3) ZrO_2
(4) Ceramic heater

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
All secondary parameters enable conditions	4 seconds or more
Battery voltage	> 10.9 V
Atmospheric pressure	> 75.1 kPa (563 mmHg, 22.2 inHg)
Rear oxygen sensor sub feedback	Execution
Rear oxygen sensor output voltage – Feedback target voltage	–0.2 V — 0.1 V
Or rear oxygen sensor sub feedback compensation coefficient	On Min.
Or rear oxygen sensor sub feedback compensation coefficient	On Max.
After engine starting	60 seconds or more
Engine coolant temperature	≥ 75°C (167°F)
Vehicle speed	≥ 20 km/h (12 MPH)
Amount of intake air	≥ 6 g (0.21 oz)/s
Load change during 0.5 engine revs.	≤ 0.02 g (0.001 oz)/rev
Front oxygen (A/F) sensor impedance	0 — 50 Ω
Learning value of evaporation gas density	≤ 0.2
Total time of operating canister purge	20 seconds or more
Target lambda load compensation coefficient	–0.03 — 0

4. GENERAL DRIVING CYCLE

Perform diagnosis continuously at a constant speed of 20 km/h (12 MPH) or more after 60 seconds have passed since the engine started.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than 10 seconds. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
λ value when rear oxygen sensor sub feedback compensation coefficient is not at maximum limit	≤ 0.85

Time Needed for Diagnosis: 10 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning compensation: Not allowed to calculate.
- Front oxygen (A/F) sensor sub learning compensation: Not allowed to calculate.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CO:DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

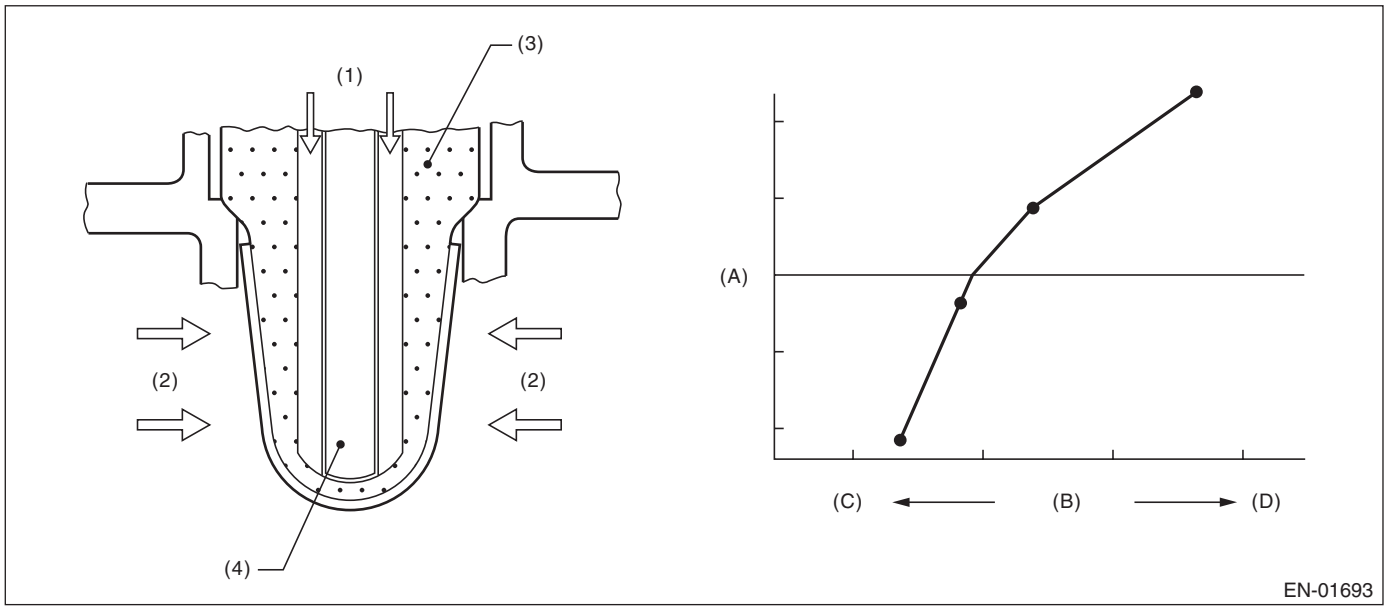
Detect that λ value remains High.
Judge as NG when lambda value is abnormal in accordance with λ value of front oxygen (A/F) sensor and running conditions such as vehicle speed, amount of intake air, engine coolant temperature, sub feedback control, etc.

λ value = Actual air fuel ratio/Theoretical air fuel ratio

λ > 1: Lean

λ < 1: Rich

2. COMPONENT DESCRIPTION



(A) Electromotive force
(B) Air fuel ratio
(C) Lean
(D) Rich
(1) Atmosphere
(2) Exhaust gas
(3) ZrO_2
(4) Ceramic heater

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
All secondary parameters enable conditions	4 seconds or more
Battery voltage	> 10.9 V
Atmospheric pressure	> 75.1 kPa (563 mmHg, 22.2 inHg)
Rear oxygen sensor sub feedback	Execution
Rear oxygen sensor output voltage – Feedback target voltage	–0.2 V — 0.1 V
Or rear oxygen sensor sub feedback compensation coefficient	On Min.
Or rear oxygen sensor sub feedback compensation coefficient	On Max.
After engine starting	60 seconds or more
Engine coolant temperature	≥ 75°C (167°F)
Vehicle speed	≥ 20 km/h (12 MPH)
Amount of intake air	≥ 6 g (0.21 oz)/s
Load change during 0.5 engine revs.	≤ 0.02 g (0.001 oz)/rev
Front oxygen (A/F) sensor impedance	0 — 50 Ω
Learning value of evaporation gas density	≤ 0.2
Total time of operating canister purge	20 seconds or more
Target lambda load compensation coefficient	–0.03 — 0

4. GENERAL DRIVING CYCLE

Perform diagnosis continuously at a constant vehicle speed of 20 km/h (12 MPH) or more after 60 seconds have passed since the engine started.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than 10 seconds. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
λ value when rear oxygen sensor sub feedback compensation coefficient cannot be at minimum limit	≥ 1.15

Time Needed for Diagnosis: 10 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning compensation: Not allowed to calculate.
- Front oxygen (A/F) sensor sub learning compensation: Not allowed to calculate.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

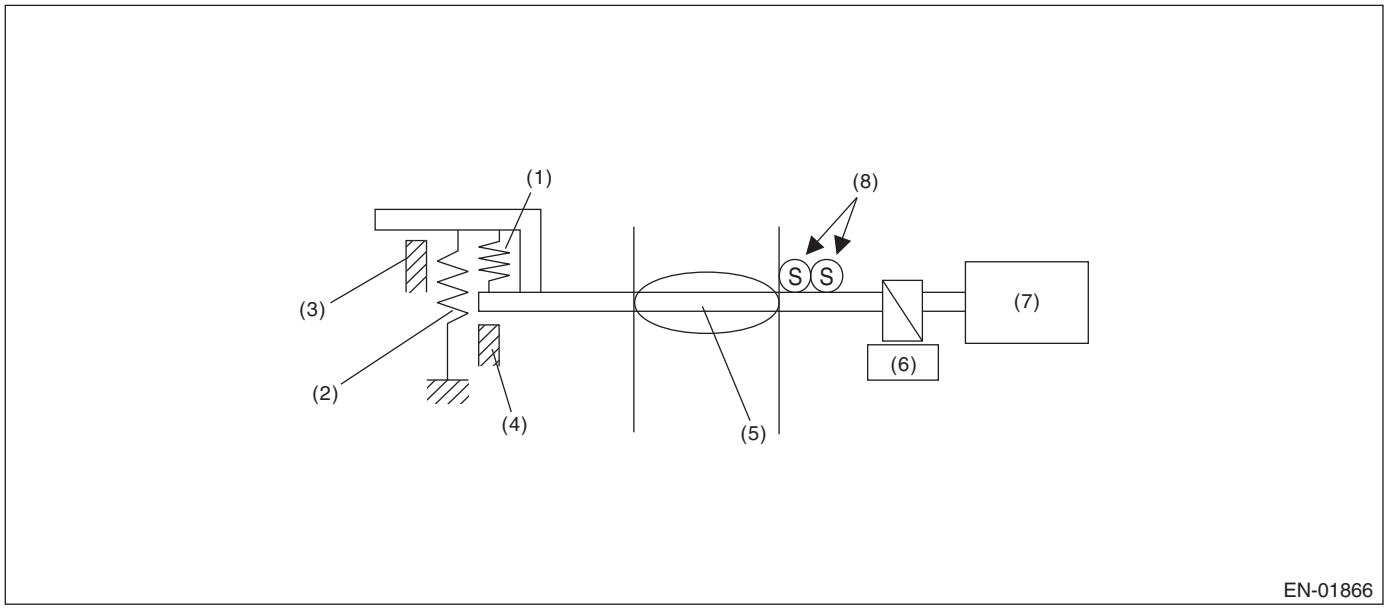
Memorize the freeze frame data. (For test mode $02)

CP:DTC P1160 RETURN SPRING FAILURE

1. OUTLINE OF DIAGNOSIS

Judge as NG when the valve does not move to the close direction with the motor power stopped and the valve open more than the default opening.

2. COMPONENT DESCRIPTION



(1) Opener spring
(2) Return spring
(3) Intermediate stopper
(4) Full closed stopper
(5) Throttle valve
(6) Gear
(7) DC motor
(8) Main and sub throttle sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Throttle opening angle	OFF
Motor continuity	OFF

4. GENERAL DRIVING CYCLE

- Ignition switch ON → OFF
- Ignition switch OFF → ON (Only after clearing memory)

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Opening variation after continuity is set to OFF	≥ 2°

Time Needed for Diagnosis: 1880 milliseconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Throttle opening is fixed to 6°.

9. ECM OPERATION AT DTC SETTING

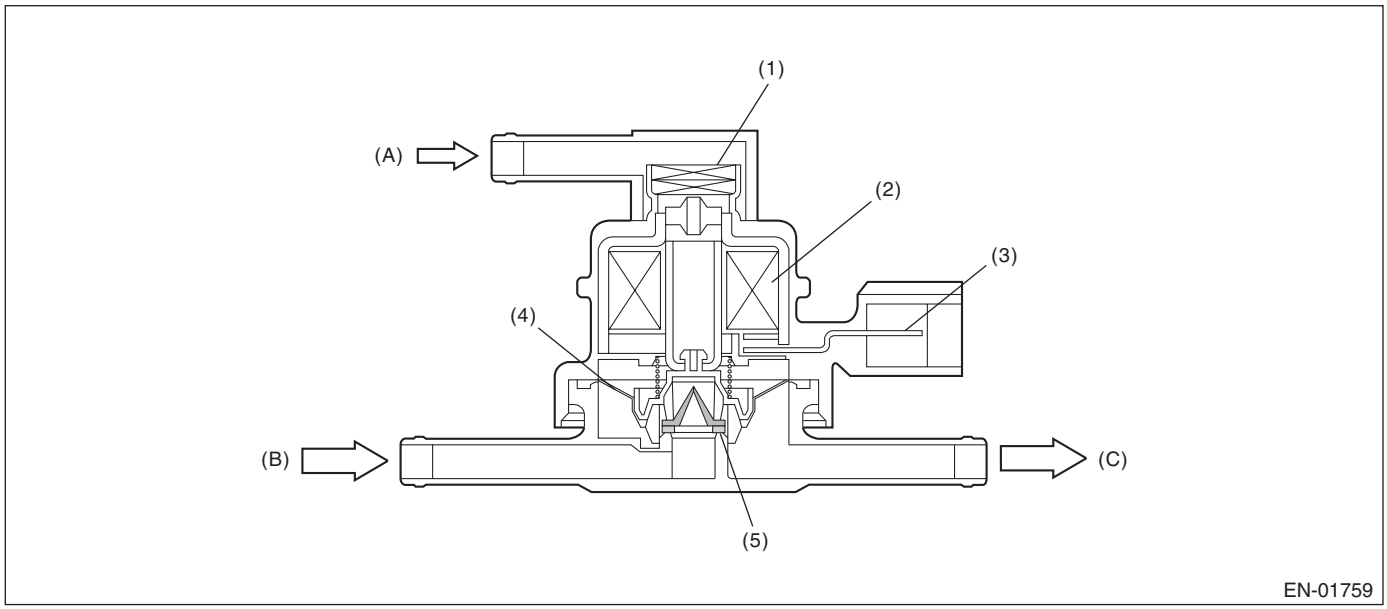
Memorize the freeze frame data. (For test mode $02)

CQ:DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open/short circuit of pressure control solenoid valve.
Judge as NG when ECM output level is different from actual terminal level.

2. COMPONENT DESCRIPTION



(A)	Atmospheric pressure	(B)	Shut-off valve	(C)	To fuel tank
(1)	Filter	(3)	Connector terminal	(5)	Valve
(2)	Coil	(4)	Diaphragm		

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	1 second or more

4. GENERAL DRIVING CYCLE

Always perform the diagnosis after starting the engine.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than time needed for diagnosis (2.5 seconds). Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal output voltage when ECM outputs OFF signal	Low

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

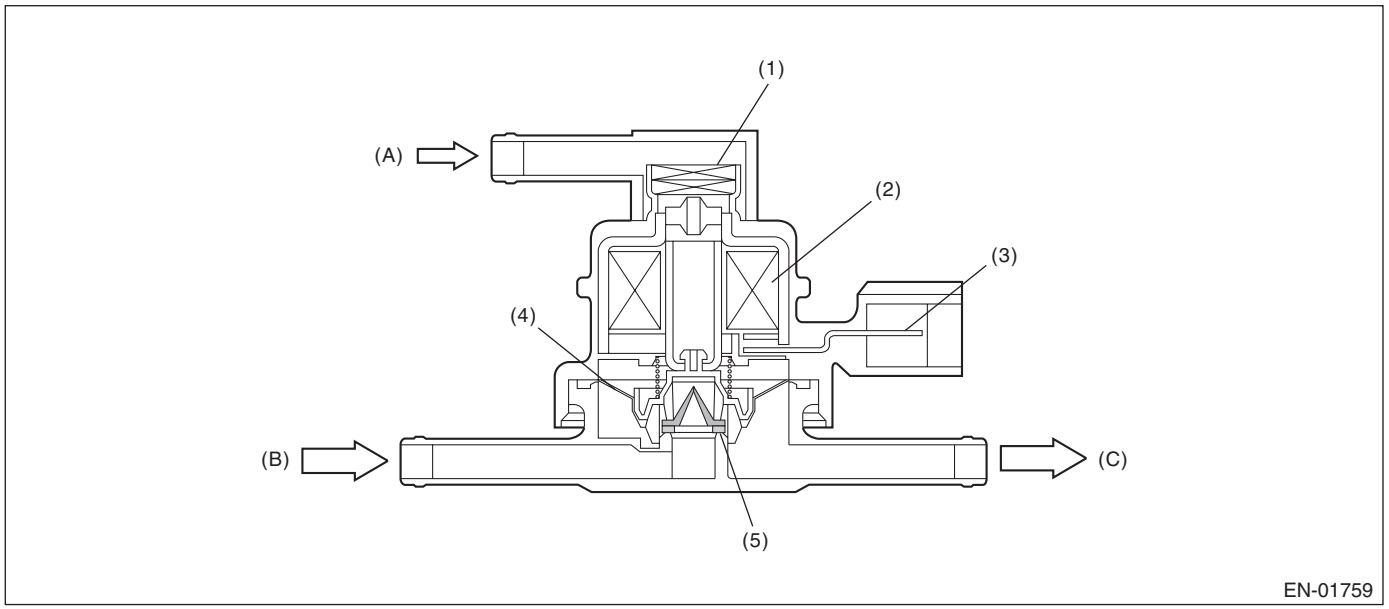
Memorize the freeze frame data. (For test mode $02)

CR:DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open/short circuit of pressure control solenoid valve.
Judge as NG when ECM output level is different from actual terminal level.

2. COMPONENT DESCRIPTION



(A)	Atmospheric pressure	(B)	Shut-off valve	(C)	To fuel tank
(1)	Filter	(3)	Connector terminal	(5)	Valve
(2)	Coil	(4)	Diaphragm		

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	1 second or more

4. GENERAL DRIVING CYCLE

Always perform the diagnosis after starting the engine.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than time needed for diagnosis (2.5 seconds). Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal output voltage when ECM outputs ON signal	High

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

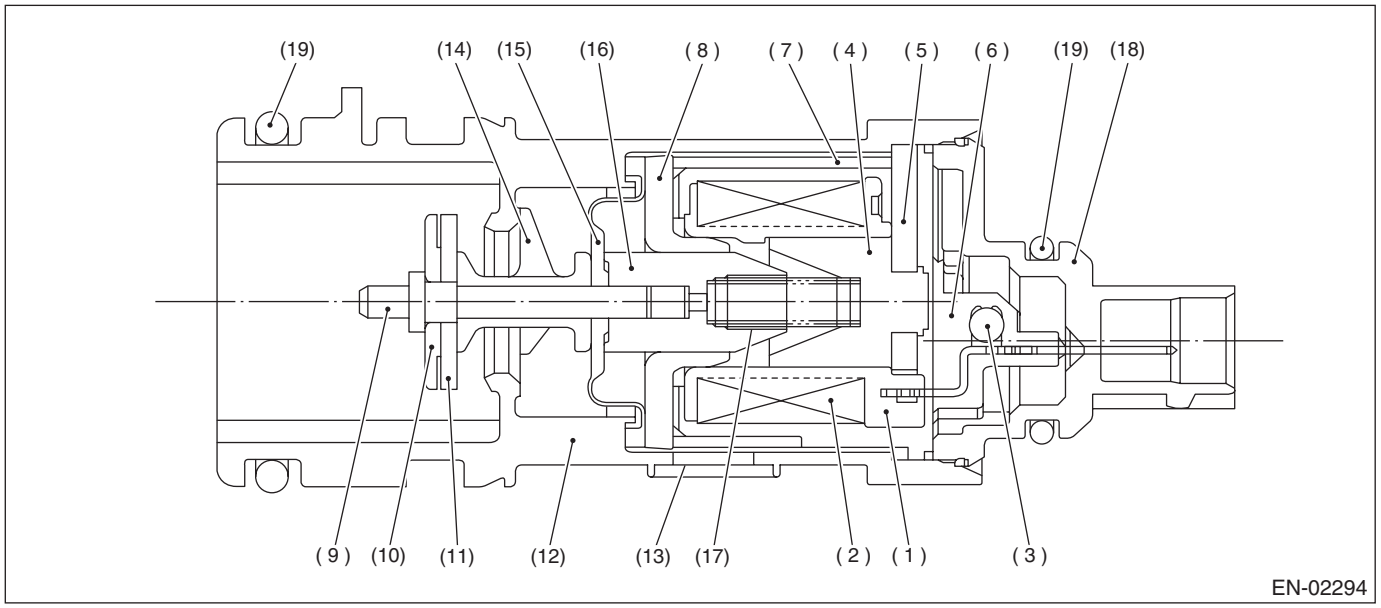
Memorize the freeze frame data. (For test mode $02)

CS:DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM

1. OUTLINE OF DIAGNOSIS

Detect the abnormal function (stuck closed) of the drain valve.
Judge as NG when fuel tank pressure is low.

2. COMPONENT DESCRIPTION



(1)	Bobbin	(8)	Magnetic plate	(15)	Diaphragm
(2)	Coil	(9)	Shaft	(16)	Movable core
(3)	Diode	(10)	Plate	(17)	Spring
(4)	Stator core	(11)	Valve	(18)	Cover
(5)	End plate	(12)	Housing	(19)	O-ring
(6)	Body	(13)	Filter		
(7)	Yoke	(14)	Retainer		

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Drain valve	Open
Battery voltage	≥ 10.9 V
Atmospheric pressure	≥ 75.0 kPa (563 mmHg, 22.17 inHg)
Tank pressure when starter is OFF → ON	–0.7 — 1.4 kPa (–5 — 10.7 mmHg, –0.20 — 0.42 inHg)

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time while meeting all of the malfunction criteria below is more than 3 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Tank pressure	≤ –4.0 kPa (–30 mmHg, –1.18 inHg)

Time Needed for Diagnosis: 3 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when all the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Tank pressure	> –4.0 kPa (–30 mmHg, –1.18 inHg)
Cumulative time when all of the malfunction criteria below is completed.	≥ 30 sec.
Purge control solenoid valve duty ratio	Not = 0
Fuel temp.	–10 — 45°C (14 — 113°F)
Intake manifold relative pressure	≤ –26.7 kPa (–200 mmHg, –7.87 inHg)

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Pressure control solenoid valve control: Open the pressure control solenoid valve.

9. ECM OPERATION AT DTC SETTING

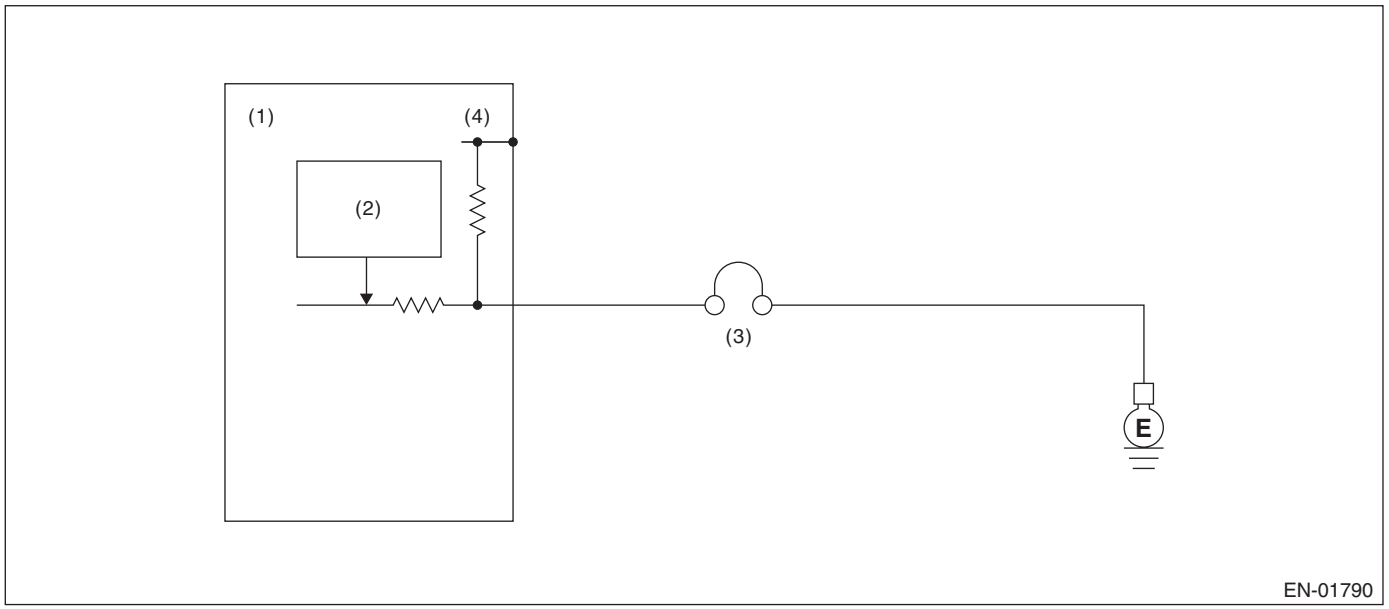
Memorize the freeze frame data. (For test mode $02)

CT:DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM

1. OUTLINE OF DIAGNOSIS

Detect the blow-by hose release abnormality.
Judge as NG when the diagnosis terminal voltage is high.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Detecting circuit
(3) PCV diagnosis connector
(4) 5 V

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time with the following criteria established exceeds 2.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	> 10.9 V
Engine speed	≥ 500 rpm
Positive crankcase ventilation diagnosis voltage	High

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK when the following conditions are established after predetermined amount of time has passed.
Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	> 10.9 V
Engine speed	≥ 500 rpm
Positive crankcase ventilation diagnosis voltage	Low

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

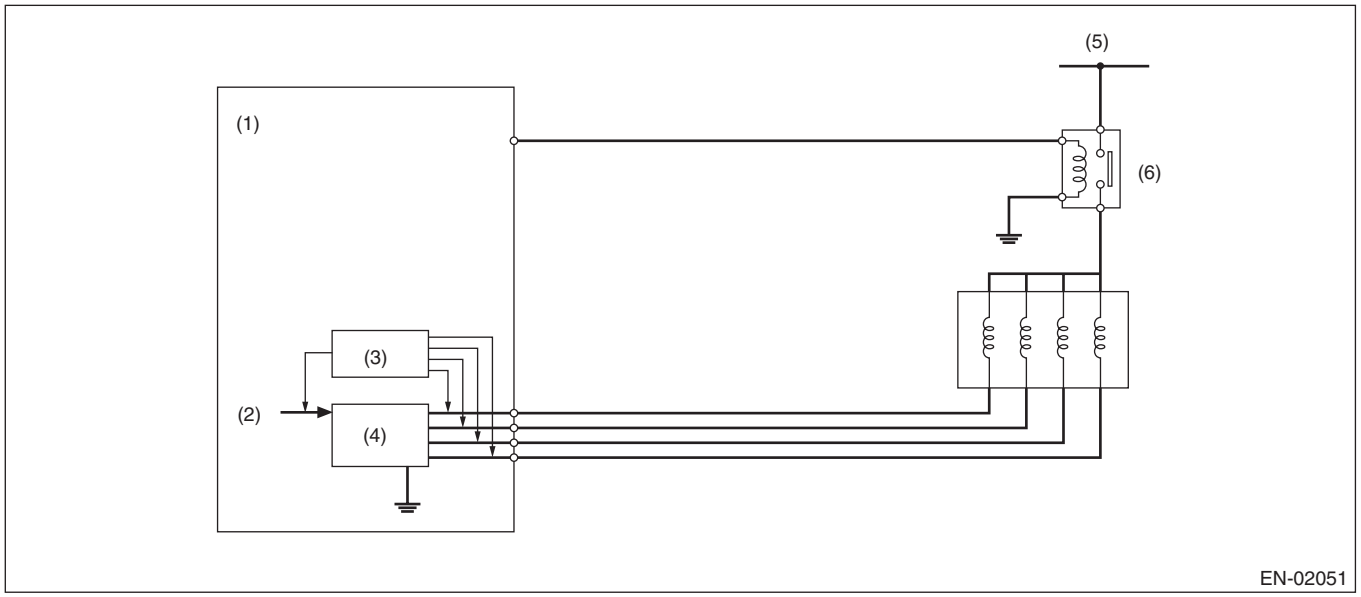
Memorize the freeze frame data. (For test mode $02)

CU:DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT)

1. OUTLINE OF DIAGNOSIS

- Detects open or short circuit of EGR.
- Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Computer unit (CPU)
(3) Detecting circuit
(4) Switch circuit
(5) Battery voltage
(6) Main relay

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
EGR valve target position	> 0 step
Battery voltage	> 10.9 V

4. GENERAL DRIVING CYCLE

Perform diagnosis continuously during EGR operation.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time with the following criteria established exceeds the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs OFF signal	Low level

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs OFF signal	High level

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning compensation: Not allowed to calculate.
- Knock sensor learning compensation: Not allowed to calculate.
- EGR control: Not allowed to operate.

9. ECM OPERATION AT DTC SETTING

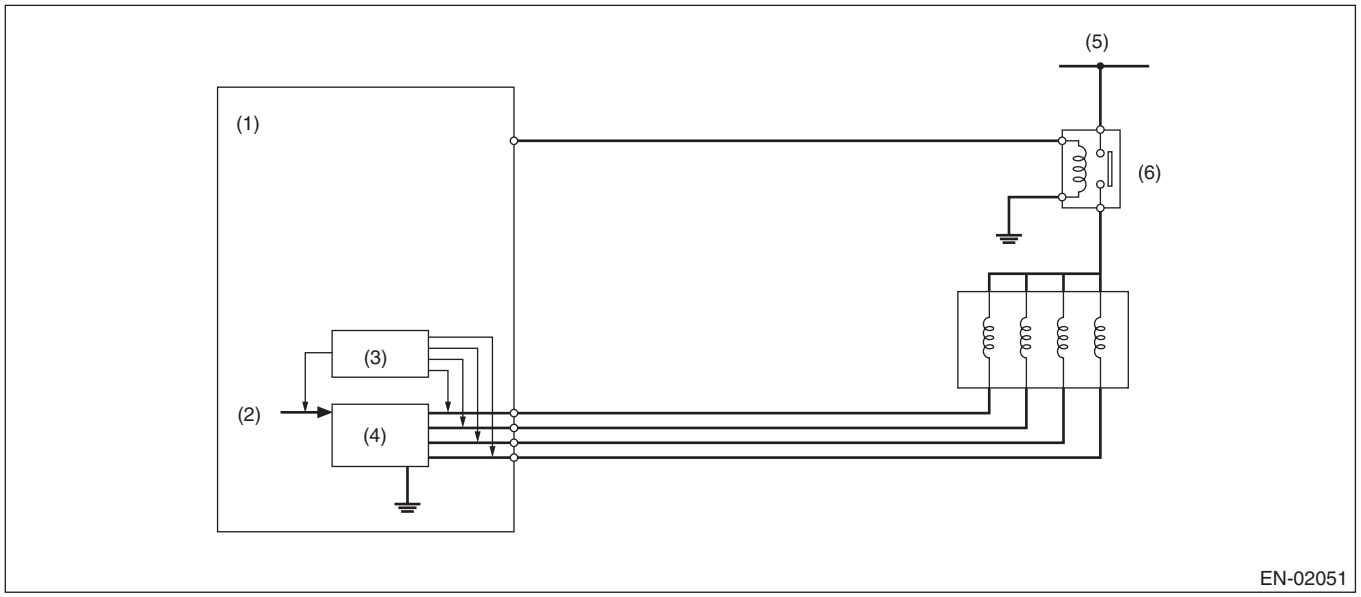
Memorize the freeze frame data. (For test mode $02)

CV:DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT)

1. OUTLINE OF DIAGNOSIS

- Detects open or short circuit of EGR.
- Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Computer unit (CPU)
(3) Detecting circuit
(4) Switch circuit
(5) Battery voltage
(6) Main relay

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	> 10.9 V
EGR valve target position	> 0 step

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time with the following criteria established exceeds the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs ON signal	High level

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs ON signal	Low level

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning compensation: Not allowed to calculate.
- Knock sensor learning compensation: Not allowed to calculate.
- EGR control: Not allowed to operate.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CW:DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT)

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P1492. <Ref. to GD(H4SO)-194, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CX:DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT)

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P1493. <Ref. to GD(H4SO)-196, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CY:DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT)

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P1492. <Ref. to GD(H4SO)-194, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CZ:DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT)

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P1493. <Ref. to GD(H4SO)-196, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

DA:DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT)

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P1492. <Ref. to GD(H4SO)-194, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

DB:DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT)

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P1493. <Ref. to GD(H4SO)-196, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

DC:DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of starter SW.
Judge as OFF NG when the engine starts without starter ON experience.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as OFF NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Vehicle speed	< 1 km/h (1 MPH)
Starter ON signal	Not detected
engine speed, after engine speed of less than 500 rpm continues for more than 0.8 seconds.	≥ 500 rpm

Time Needed for Diagnosis: 1 second
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OFF OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Starter ON	Experienced
Battery voltage	> 8 V

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

DD:DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION

1. OUTLINE OF DIAGNOSIS

Detect the open/short circuit of back-up power supply circuit.
Judge as NG when the backup voltage becomes smaller than the battery voltage.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time with the following criteria established exceeds 2.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Voltage of back-up power supply	Low
Battery voltage	≥ 10.9 V
Engine speed	≥ 500 rpm

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Voltage of back-up power supply	High
Battery voltage	≥ 10.9 V
Engine speed	≥ 500 rpm

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

DE:DTC P1570 ANTENNA

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P0513. <Ref. to GD(H4SO)-162, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DF:DTC P1571 REFERENCE CODE INCOMPATIBILITY

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P0513. <Ref. to GD(H4SO)-162, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DG:DTC P1572 IMM CIRCUIT FAILURE (EXCEPT ANTENNA CIRCUIT)

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P0513. <Ref. to GD(H4SO)-162, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DH:DTC P1574 KEY COMMUNICATION FAILURE

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P0513. <Ref. to GD(H4SO)-162, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DI: DTC P1576 EGI CONTROL MODULE EEPROM

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P0513. <Ref. to GD(H4SO)-162, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DJ:DTC P1577 IMM CONTROL MODULE EEPROM

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P0513. <Ref. to GD(H4SO)-162, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DK:DTC P1602 CONTROL MODULE PROGRAMMING ERROR

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of catalytic converter initial warm-up retard angle control.
Judge as NG if the ECM is not operating properly when performing catalytic converter initial warm-up retard angle control.
Judge as NG when judged NG in either or both diagnosis of exhaust temperature and diagnosis of idle speed.

- Diagnosis of exhaust temperature

Judge as NG if the exhaust temperature is below the specified value at 14 seconds after a cold start.

- Diagnosis of idle speed

Judge as NG when actual engine speed is not close to target engine speed after stopping retard angle control.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Atmospheric pressure	> 75.1 kPa (563 mmHg, 22.2 inHg)
Battery voltage	> 10.9 V
Diagnosis of cold start	Incomplete
Engine	Start
Vehicle speed	≤ 2 km/h (1 MPH)
Misfire during 200 engine revs.	< 5
Time elapsed after engine start	= 14 seconds

3. GENERAL DRIVING CYCLE

Diagnose at cold start.

4. DIAGNOSTIC METHOD

- Diagnosis of exhaust temperature

Abnormality Judgment

Calculate the estimated exhaust temperature when the enable conditions for judgment were established. Judge as NG if the following conditions are established within 14 seconds after starting the engine.

Judgment Value

Malfunction Criteria	Threshold Value
Estimated exhaust temperature	< Value from Map 1

Map 1

Engine coolant temperature at start °C (°F)	–40 (–40)	–30 (–22)	–20 (–4)	–10 (–14)	0 (32)	10 (50)	20 (68)	30 (86)	40 (104)	50 (122)
Threshold value AT model °C (°F)	152 (306)	152 (306)	152 (306)	152 (306)	152 (306)	143 (289)	135 (275)	127 (261)	121 (250)	118 (244)
Threshold value MT model °C (°F)	135 (275)	135 (275)	135 (275)	135 (275)	135 (275)	135 (275)	134 (273)	129 (264)	126 (259)	119 (246)

Time Needed for Diagnosis:14 seconds
Malfunction indicator light: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgement

Judge as OK when the following conditions are established after predetermined amount of time has passed.

Judgment Value

Malfunction Criteria	Threshold Value
Estimated exhaust temperature	≥ Value from Map 1

- Diagnosis of idle speed

Judges NG when all of the following conditions are established, and judge as OK if they are not established.

Malfunction Criteria	Threshold Value
Continuous time of (Target engine RPM – Engine RPM > 300)	≥ 10000 ms
(Actual retard amount > AT model: 18°CA, MT model: 13°CA)	≥ 3000 ms

Time Needed for Diagnosis: 6 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

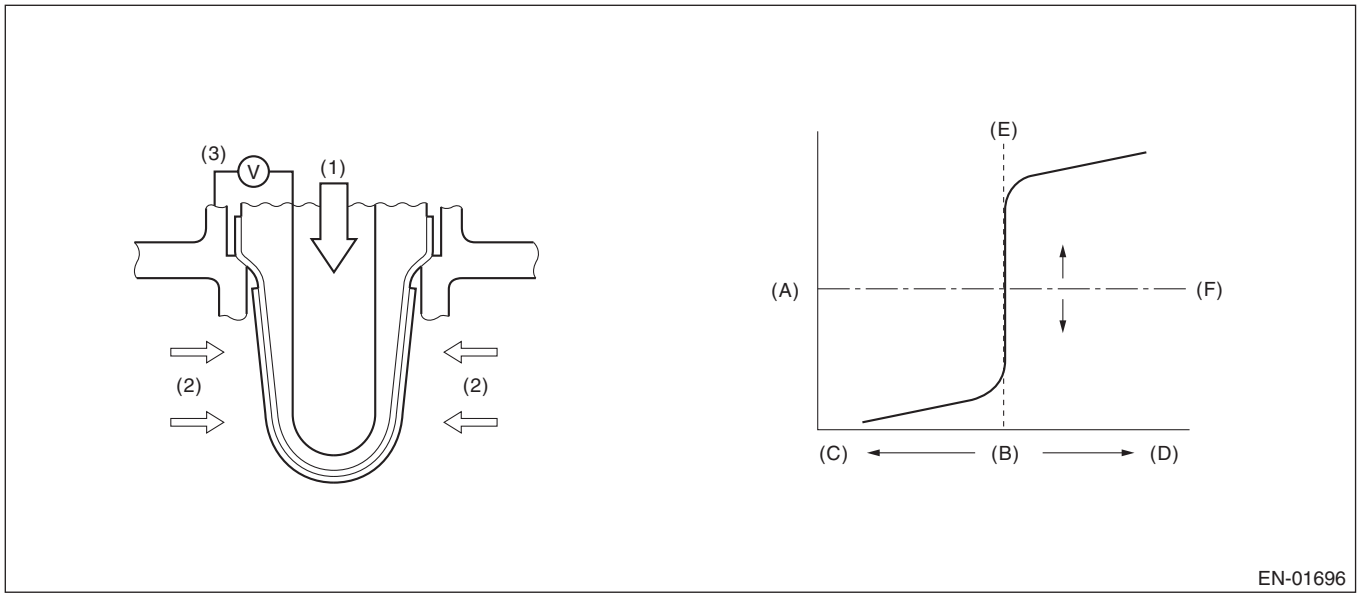
Memorize the freeze frame data. (For test mode $02)

DL:DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN BANK 1

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of fuel system from the amount of sub feedback control.
Judge as NG when the sub feedback learning control is being performed and when the learning value goes to the lean side.

2. COMPONENT DESCRIPTION



(A) Electromotive force
(B) Air fuel ratio
(C) Rich
(D) Lean
(E) Theoretical air fuel ratio
(F) Comparative voltage

(1) Atmosphere
(2) Exhaust gas
(3) Electromotive force

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Continuous time when the following conditions are established	1 second or more
Sub feedback learning execution conditions	Completed

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at a constant speed of 50 — 100 km/h (31 — 62 MPH).

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 5 seconds or more. Judge as OK when the continuous time of not meeting the malfunction criteria below becomes 5 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Sub feedback learning value	≤ –0.02

Time Needed for Diagnosis: 5 seconds × 1 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When similar driving conditions are repeated 3 times and the result is OK.
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

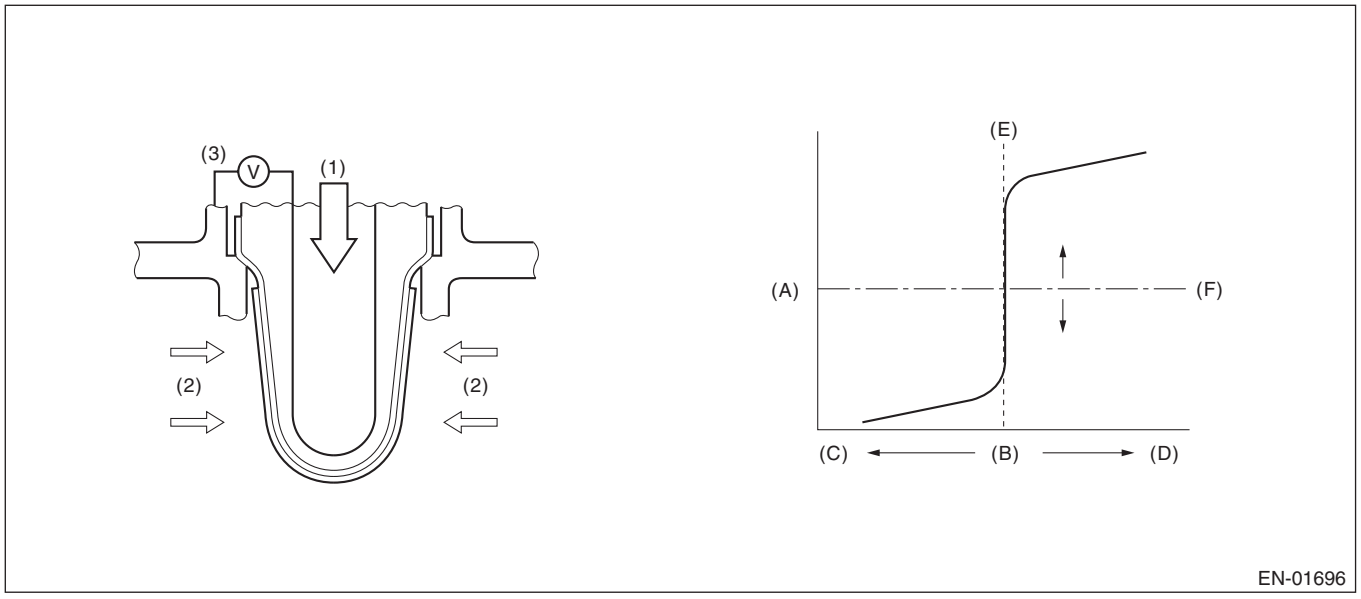
Memorize the freeze frame data. (For test mode $02)

DM:DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of fuel system from the amount of sub feedback control.
Judge as NG when the sub feedback learning control is being performed and when the learning value goes to the rich side.

2. COMPONENT DESCRIPTION



(A)	Electromotive force	(C)	Rich	(E)	Theoretical air fuel ratio
(B)	Air fuel ratio	(D)	Lean	(F)	Comparative voltage
(1)	Atmosphere	(2)	Exhaust gas	(3)	Electromotive force

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Continuous time when the following conditions are established	1 second or more
Sub feedback learning execution conditions	Completed

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at a constant speed of 50 — 100 km/h (31 — 62 MPH).

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 5 seconds or more. Judge as OK when the continuous time of not meeting the malfunction criteria below becomes 5 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Sub feedback learning value	≥ 0.038

Time Needed for Diagnosis: 5 seconds × 1 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When similar driving conditions are repeated 3 times and the result is OK.
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

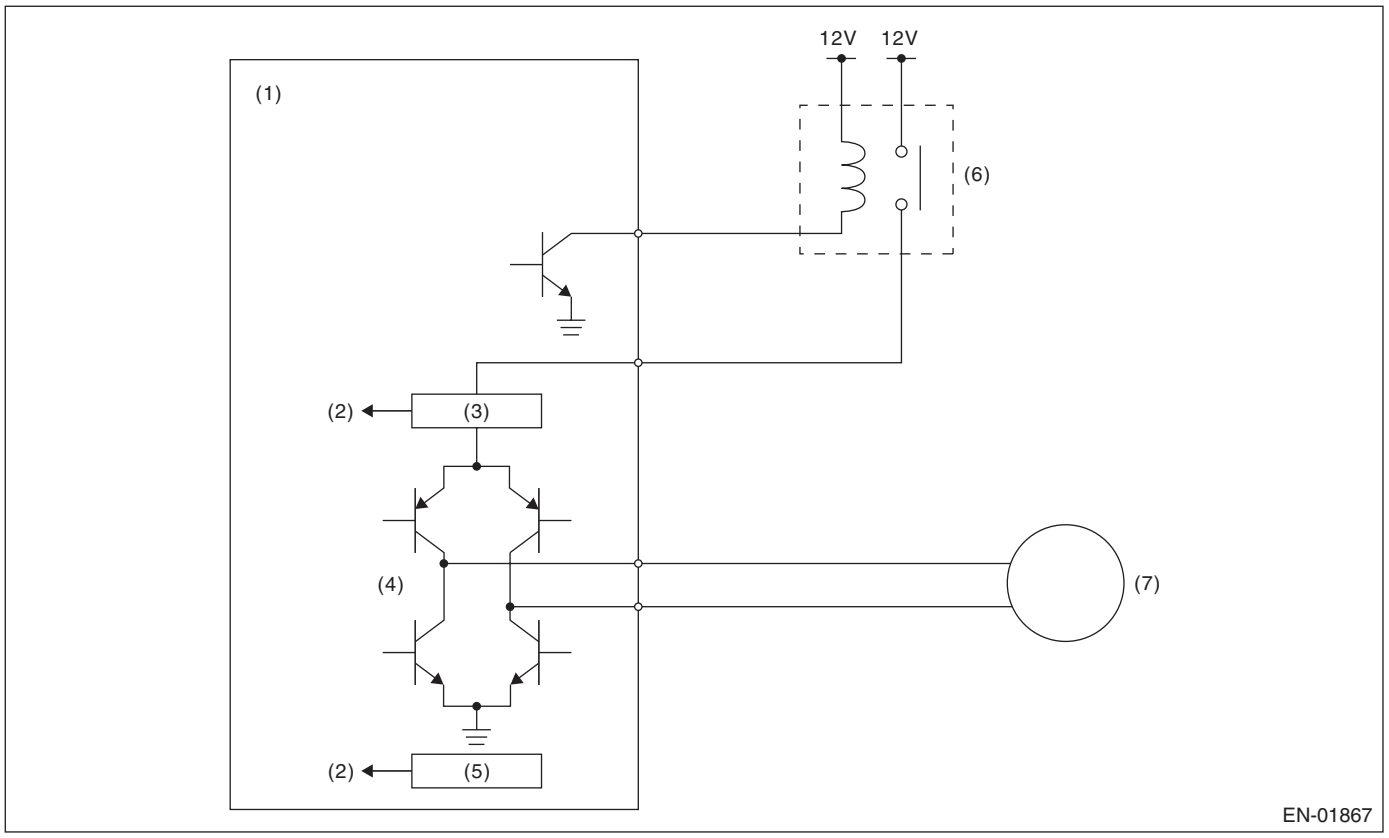
Memorize the freeze frame data. (For test mode $02)

DN:DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/ PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Judge as NG when the motor current becomes too large or drive circuit is heated.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Detecting circuit
(3) Overcurrent detection circuit
(4) Drive circuit
(5) Temperature detection circuit
(6) Electronic throttle control relay
(7) Motor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Under control of electronic throttle control	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Motor current	≤ 8 A
Drive circuit inner temperature	≤ 175°C (347°F)

Time Needed for Diagnosis:

- 500 milliseconds (For NG)
- 2000 milliseconds (For OK)

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

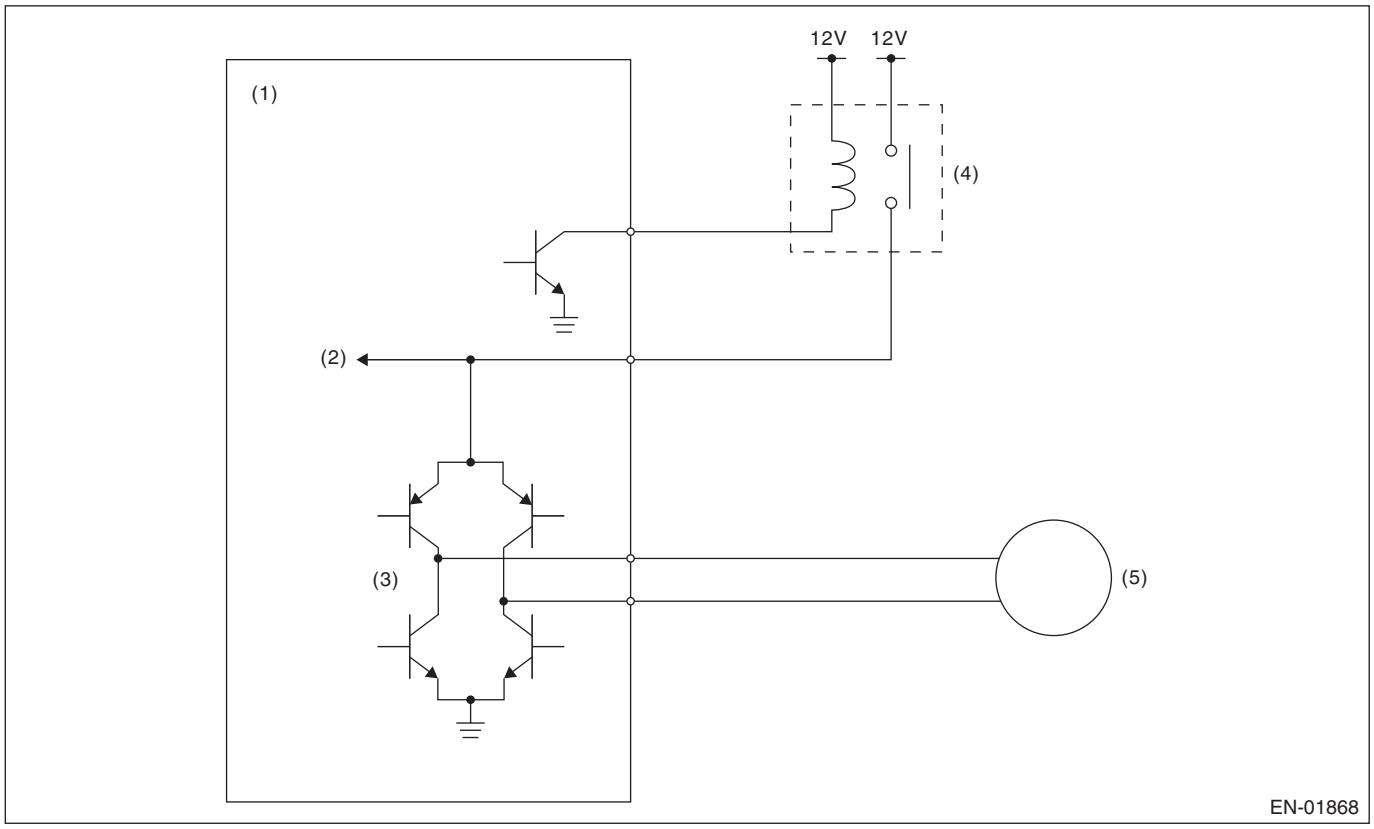
Memorize the freeze frame data. (For test mode $02)

DO:DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Judge as NG when the electronic throttle control power is not supplied even when ECM sets the electronic throttle control relay to ON.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Voltage detection circuit
(3) Drive circuit
(4) Electronic throttle control relay
(5) Motor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Electronic throttle control relay output	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Motor power voltage	≥ 5 V

Time Needed for Diagnosis:

- 400 milliseconds (For NG)
- 2000 milliseconds (For OK)

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

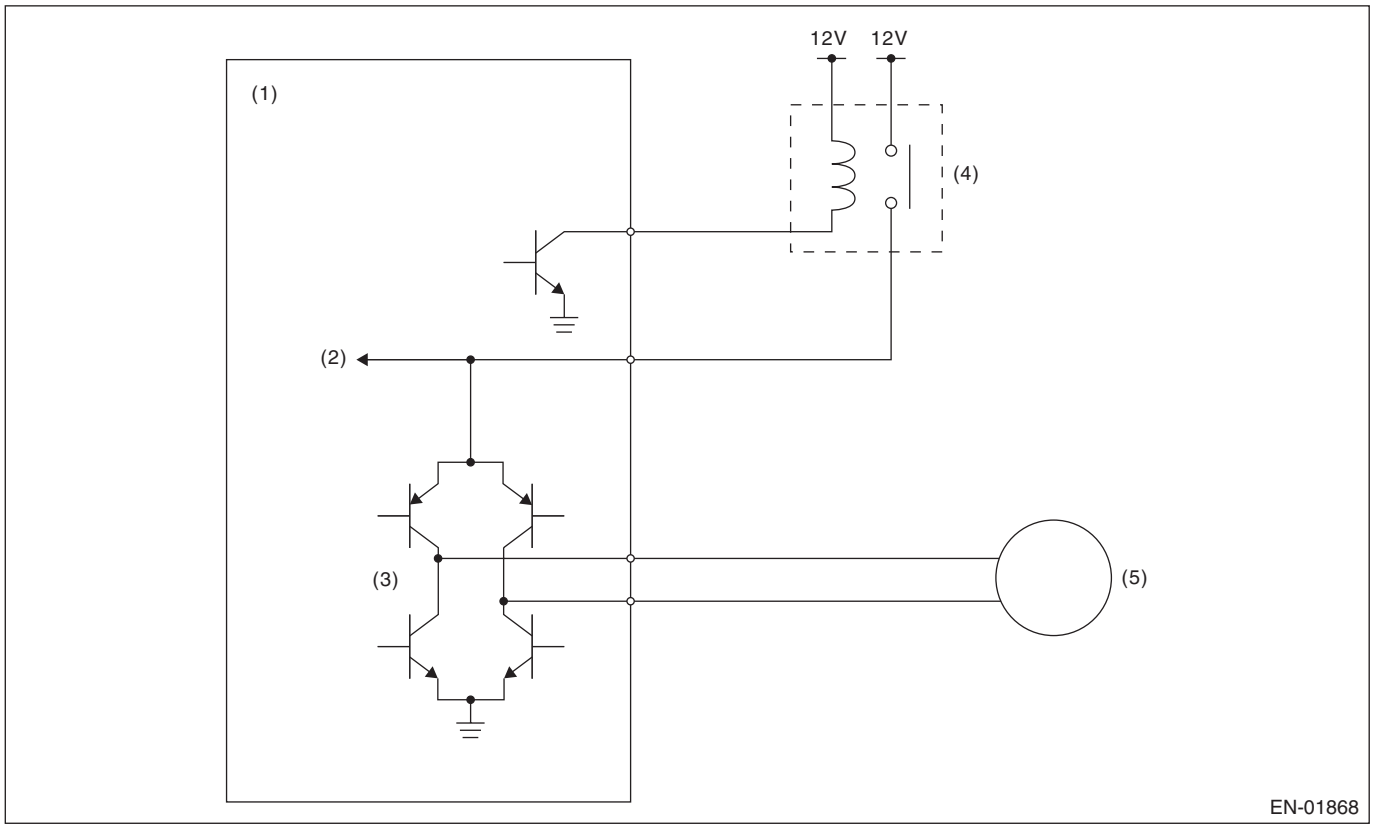
Memorize the freeze frame data. (For test mode $02)

DP:DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Judge as NG when the electronic throttle control power is supplied even when ECM sets the electronic throttle control relay to OFF.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Voltage detection circuit
(3) Drive circuit
(4) Electronic throttle control relay
(5) Motor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Electronic throttle control relay output	OFF

4. GENERAL DRIVING CYCLE

- When ignition switch ON → OFF
- Ignition switch OFF → ON (Only after clearing memory)

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Motor power voltage	≤ 5 V

Time Needed for Diagnosis:

- 600 milliseconds (For NG)
- 400 milliseconds (For OK)

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

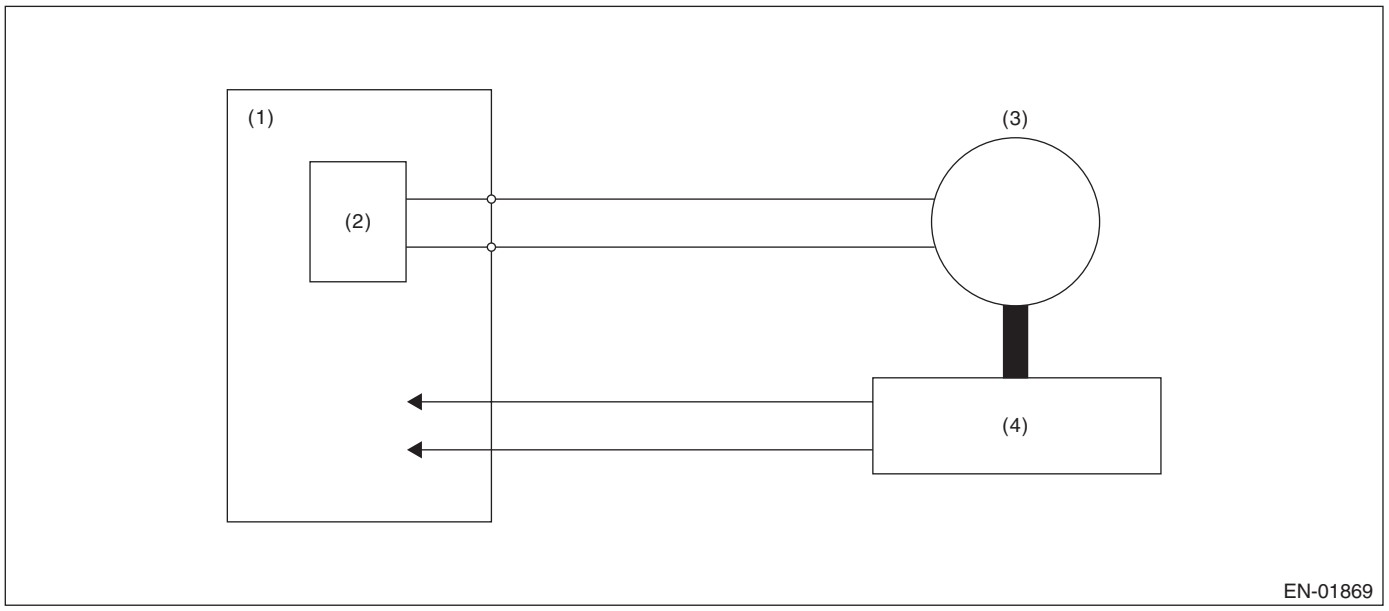
Memorize the freeze frame data. (For test mode $02)

DQ:DTC P2109 THROTTLE/PEDAL POSITION SENSOR “A” MINIMUM STOP PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Judge as NG when all close point learning cannot conducted or abnormal value is detected.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Drive circuit
(3) Motor
(4) Throttle position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON → OFF
Ignition switch (only after cleaning the memory)	OFF → ON

4. GENERAL DRIVING CYCLE

Perform the diagnosis at all close point learning.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Throttle opening angle at all close point learning	10.127° or more, 19.872° or less
Throttle sensor opening angle when the ignition switch is ON – Throttle minimum stop position	≥ 1.683°

Time Needed for Diagnosis: 8 — 80 milliseconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

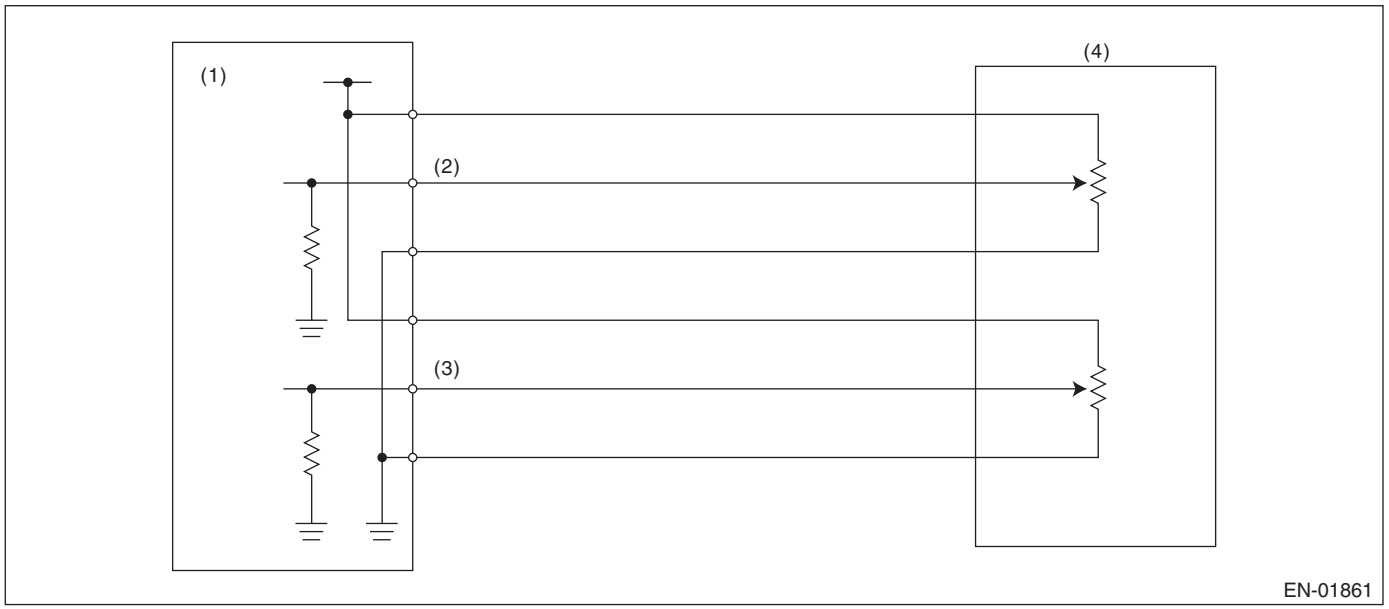
Memorize the freeze frame data. (For test mode $02)

DR:DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of accelerator pedal position sensor 1.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Accelerator pedal position sensor 1 signal
(3) Accelerator pedal position sensor 2 signal
(4) Accelerator pedal position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	≥ 0.308 V

Time Needed for Diagnosis: 100 milliseconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

- Single malfunction: Control with normal sensor
- Simultaneous failure: Throttle opening is fixed to 6°.

9. ECM OPERATION AT DTC SETTING

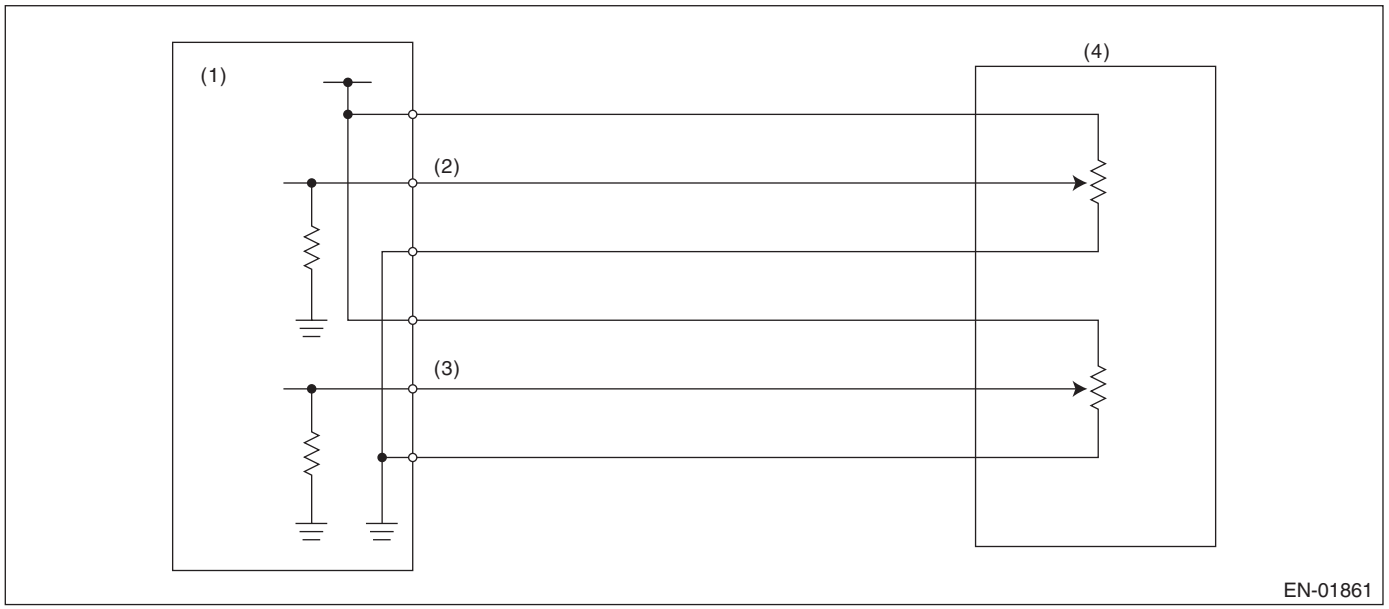
Memorize the freeze frame data. (For test mode $02)

DS:DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of accelerator pedal position sensor 1.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Accelerator pedal position sensor 1 signal
(3) Accelerator pedal position sensor 2 signal
(4) Accelerator pedal position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	≤ 4.856 V

Time Needed for Diagnosis: 100 milliseconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

- Single malfunction: Control with normal sensor
- Simultaneous failure: Throttle opening is fixed to 6°.

9. ECM OPERATION AT DTC SETTING

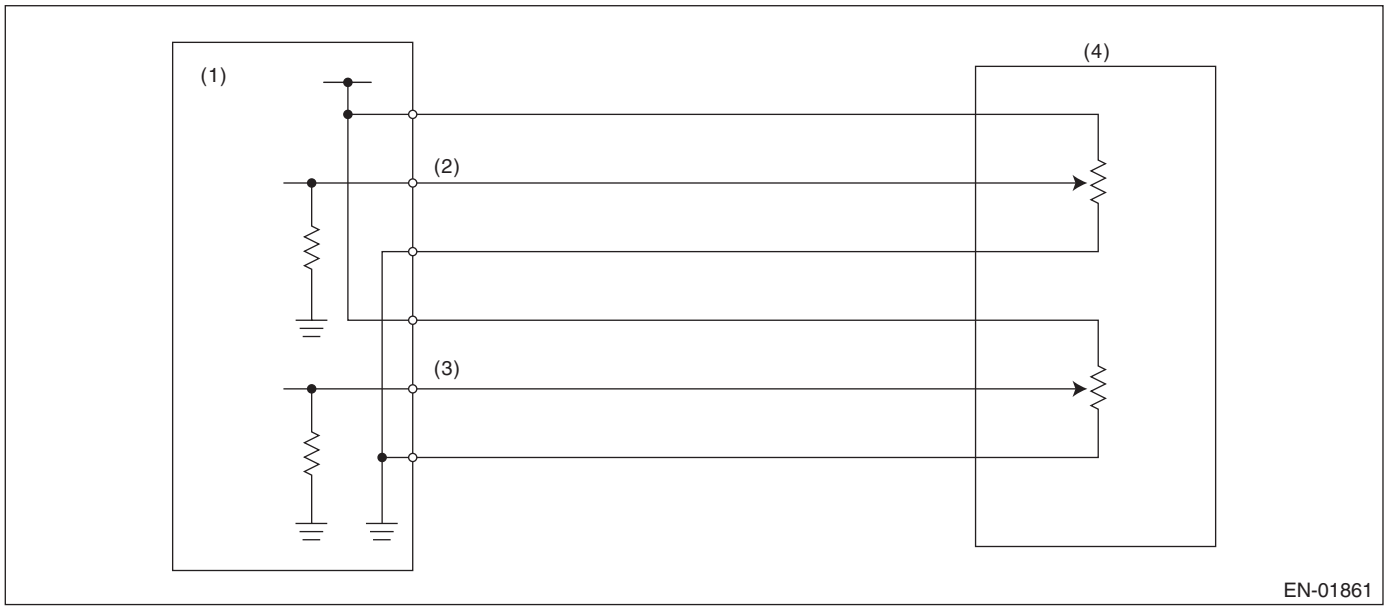
Memorize the freeze frame data. (For test mode $02)

DT:DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of accelerator pedal position sensor 2.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Accelerator pedal position sensor 1 signal
(3) Accelerator pedal position sensor 2 signal
(4) Accelerator pedal position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	≥ 0.308 V

Time Needed for Diagnosis: 100 milliseconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

- Single malfunction: Control with normal sensor
- Simultaneous failure: Throttle opening is fixed to 6°.

9. ECM OPERATION AT DTC SETTING

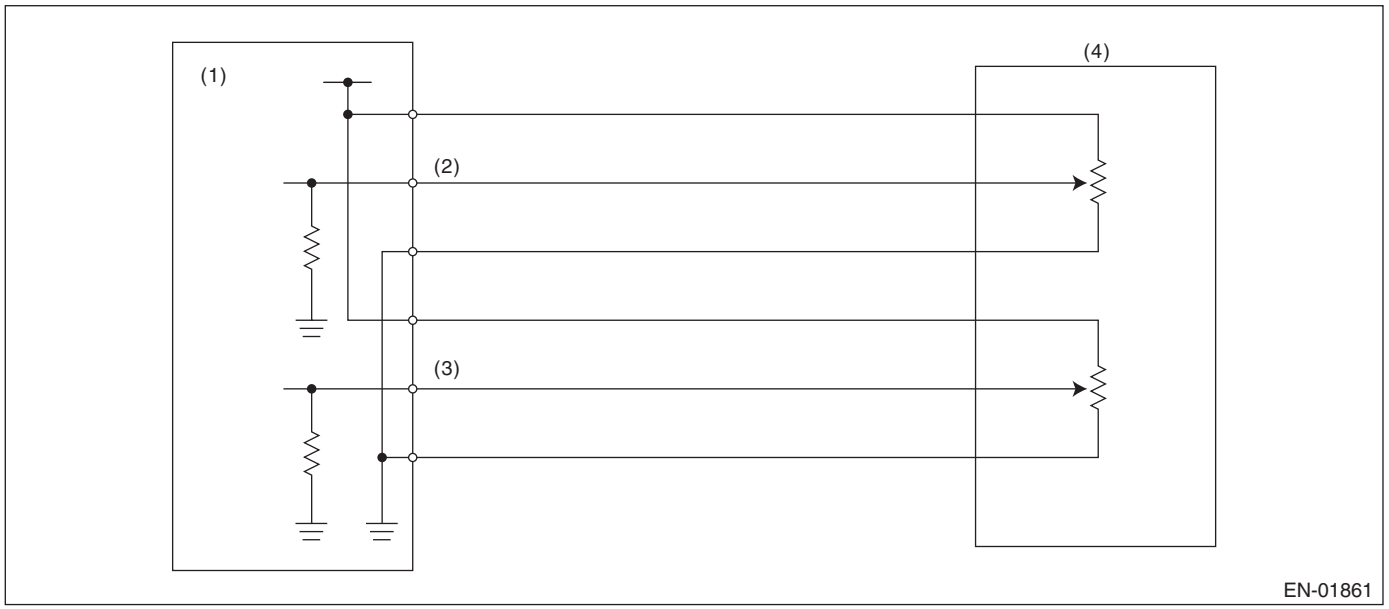
Memorize the freeze frame data. (For test mode $02)

DU:DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of accelerator pedal position sensor 2.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Accelerator pedal position sensor 1 signal
(3) Accelerator pedal position sensor 2 signal
(4) Accelerator pedal position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	≤ 4.865 V

Time Needed for Diagnosis: 100 milliseconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

- Single malfunction: Control with normal sensor
- Simultaneous failure: Throttle opening is fixed to 6°.

9. ECM OPERATION AT DTC SETTING

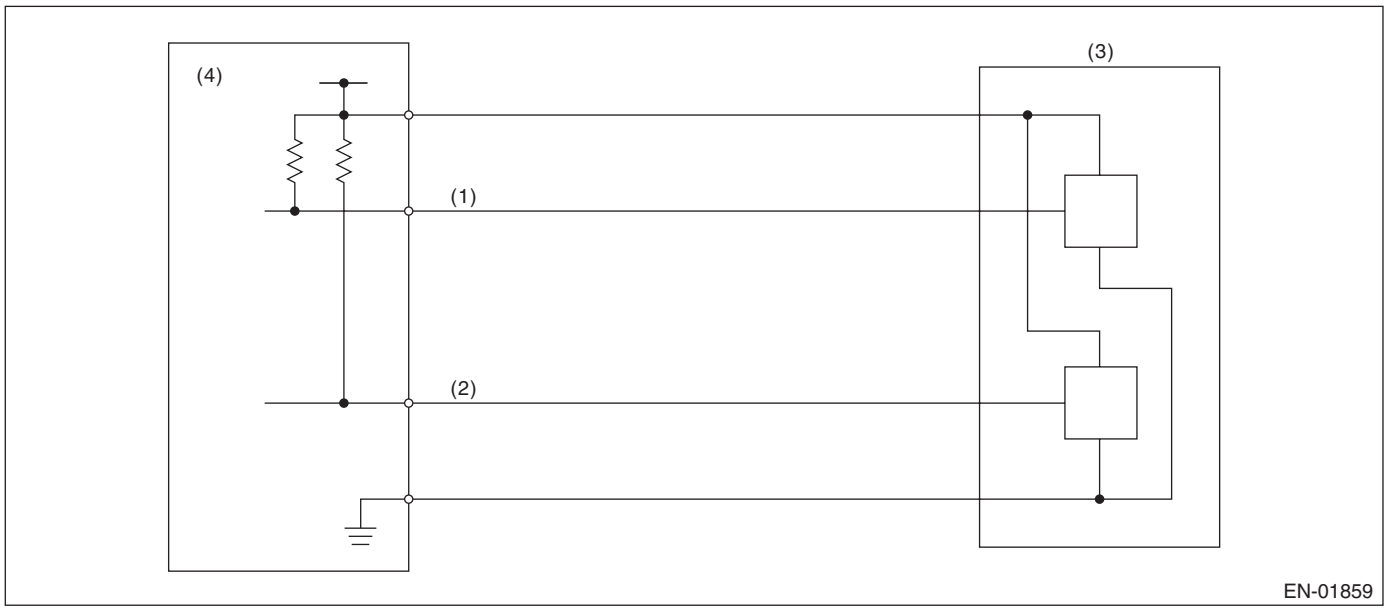
Memorize the freeze frame data. (For test mode $02)

DV:DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A”/“B” VOLTAGE CORRELATION

1. OUTLINE OF DIAGNOSIS

Judge as NG when the signal level of throttle position sensor 1 is different from the throttle position sensor 2.

2. COMPONENT DESCRIPTION



(1) Throttle position sensor 1 signal
(2) Throttle position sensor 2 signal
(3) Throttle position sensor
(4) Engine control module (ECM)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

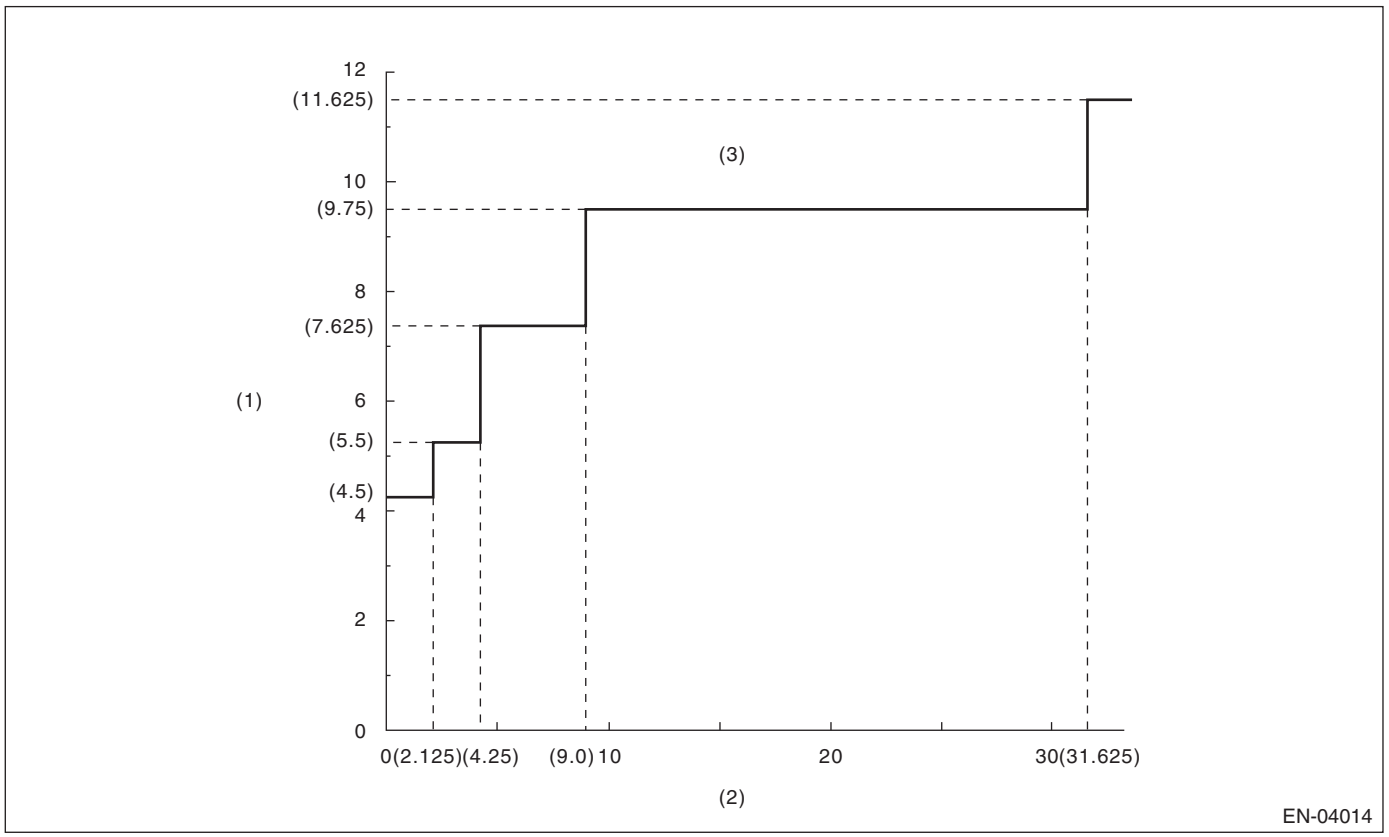
5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Signal difference between two sensors	≤ 4.5°

Details of Judgment Value



(1) Sensor output difference (°)
(2) Throttle position sensor 1 opening angle (°)
(3) NG area

Time Needed for Diagnosis: 24 milliseconds (For NG), 24 milliseconds (For OK)
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

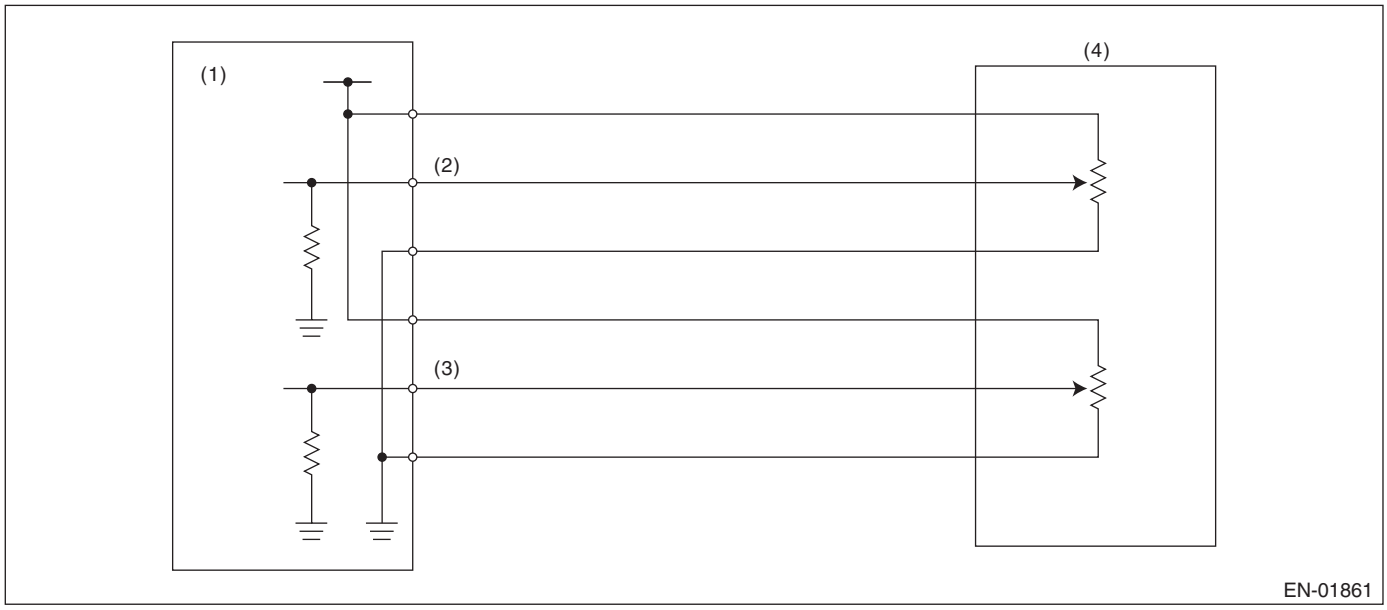
Memorize the freeze frame data. (For test mode $02)

DW:DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D”/“E” VOLTAGE CORRELATION

1. OUTLINE OF DIAGNOSIS

Judge as NG when the signal level of accelerator pedal position sensor 1 is different from the accelerator pedal position sensor 2.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Accelerator pedal position sensor 1 signal
(3) Accelerator pedal position sensor 2 signal
(4) Accelerator pedal position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 6 (V)

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

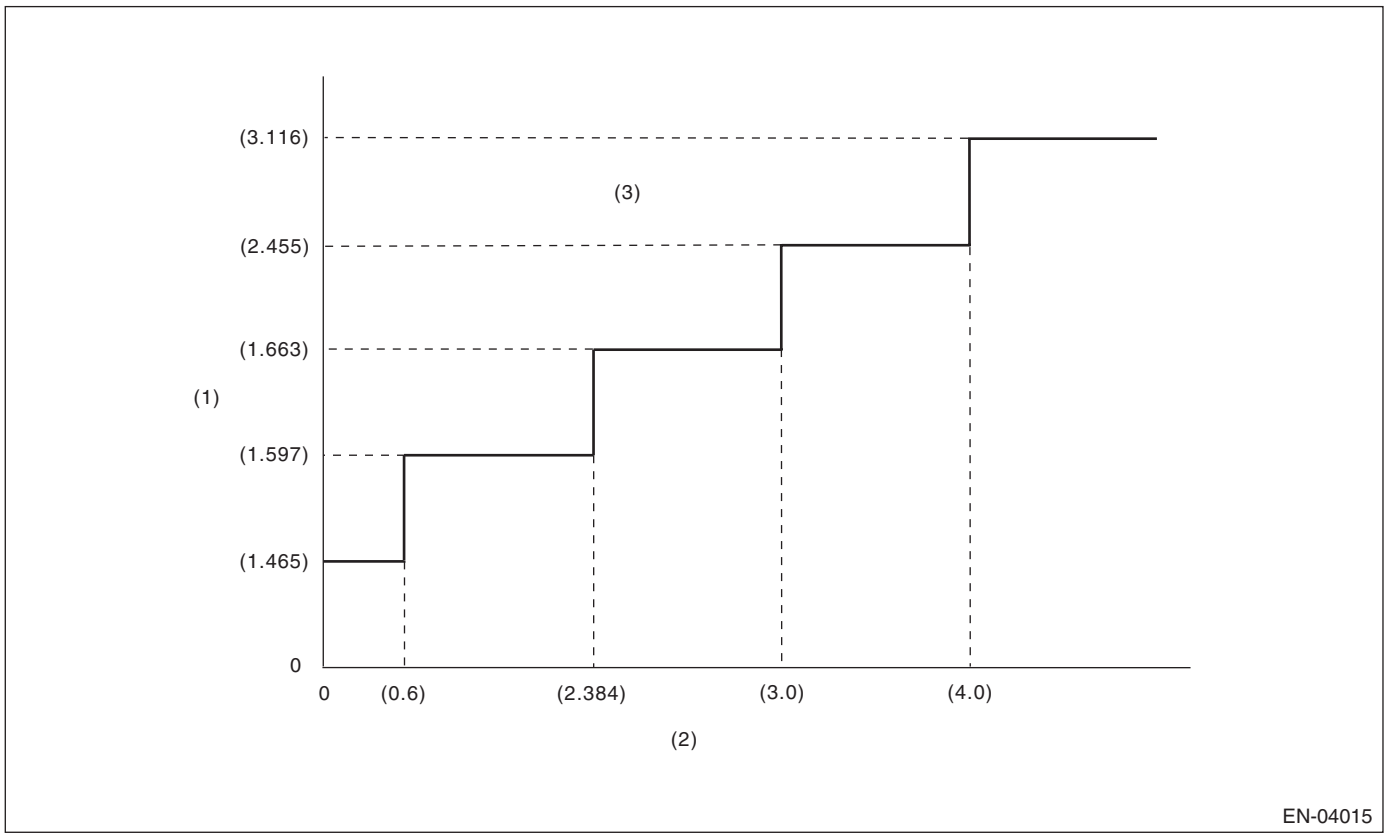
5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Signal difference between two sensors	≤ 1.465°

Details of Judgment Value



(1) Sensor output difference (°) (2) Throttle position sensor 2 opening angle (°) (3) NG area

Time Needed for Diagnosis:
- 116 milliseconds (For NG)
- 1000 milliseconds (For OK)

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Throttle opening is fixed to 6°.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

DX:DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of atmospheric pressure sensor output property.
Judge as NG when the atmospheric pressure sensor output is largely different from the intake manifold pressure at engine starting.

2. COMPONENT DESCRIPTION

The atmospheric pressure sensor is built into the ECM.

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine speed	< 300 rpm
Vehicle speed	< 1 km/h (1 MPH)

4. GENERAL DRIVING CYCLE

Perform the diagnosis before engine starts with the ignition switch ON.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.3 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
| Atmospheric pressure – Manifold pressure |	≥ 26.7 kPa (200 mmHg, 7.88 inHg)
| Intake manifold pressure at engine startup – Manifold pressure |	< 1.33 kPa (10 mmHg, 2.95 inHg)

Time Needed for Diagnosis: 0.3 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the continuous time with the following criteria established is more than 0.3 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Atmospheric pressure – Manifold pressure	< 26.7 kPa (200 mmHg, 7.88 inHg)

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Atmospheric pressure sensor process: Fix the atmospheric pressure to 101 kPa (760 mmHg, 29.8 inHg).

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

DY:DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open/short circuit of the atmospheric pressure sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION

The atmospheric pressure sensor is built into the ECM.

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Output voltage	< 0.118 V

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Output voltage	≥ 0.118 V

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Atmospheric pressure sensor process: Fix the atmospheric pressure to 101 kPa (760 mmHg, 29.8 inHg).

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

DZ:DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open/short circuit of the atmospheric pressure sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION

The atmospheric pressure sensor is built into the ECM.

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Output voltage	≥ 4.936 V

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Output voltage	< 4.936 V

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Atmospheric pressure sensor process: Fix the atmospheric pressure to 101 kPa (760 mmHg, 29.8 inHg).

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

1. List of Diagnostic Trouble Code (DTC)

A: LIST

DTC	Item	Index
P0026	Intake Valve Control Solenoid Circuit Range/Performance (Bank 1)	<Ref. to GD(H4SO U5)-8, DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0028	Intake Valve Control Solenoid Circuit Range/Performance (Bank 2)	<Ref. to GD(H4SO U5)-10, DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0030	HO2S Heater Control Circuit (Bank 1 Sensor 1)	<Ref. to GD(H4SO U5)-11, DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0031	HO2S Heater Control Circuit Low (Bank 1 Sensor 1)	<Ref. to GD(H4SO U5)-13, DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0032	HO2S Heater Control Circuit High (Bank 1 Sensor 1)	<Ref. to GD(H4SO U5)-15, DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0037	HO2S Heater Control Circuit Low (Bank 1 Sensor 2)	<Ref. to GD(H4SO U5)-17, DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0038	HO2S Heater Control Circuit High (Bank 1 Sensor 2)	<Ref. to GD(H4SO U5)-19, DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0068	MAP/MAF - Throttle Position Correlation	<Ref. to GD(H4SO U5)-21, DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0076	Intake Valve Control Solenoid Circuit Low (Bank 1)	<Ref. to GD(H4SO U5)-24, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0077	Intake Valve Control Solenoid Circuit High (Bank 1)	<Ref. to GD(H4SO U5)-25, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0082	Intake Valve Control Solenoid Circuit Low (Bank 2)	<Ref. to GD(H4SO U5)-26, DTC P0082 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0083	Intake Valve Control Solenoid Circuit High (Bank 2)	<Ref. to GD(H4SO U5)-26, DTC P0083 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0101	Mass or Volume Air Flow Circuit Range/Performance	<Ref. to GD(H4SO U5)-27, DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0102	Mass or Volume Air Flow Circuit Low Input	<Ref. to GD(H4SO U5)-30, DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0103	Mass or Volume Air Flow Circuit High Input	<Ref. to GD(H4SO U5)-32, DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0107	Manifold Absolute Pressure/Barometric Pressure Circuit Low Input	<Ref. to GD(H4SO U5)-34, DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0108	Manifold Absolute Pressure/ Barometric Pressure Circuit High Input	<Ref. to GD(H4SO U5)-36, DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0111	Intake Air Temperature Sensor 1 Circuit Range/Performance	<Ref. to GD(H4SO U5)-38, DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0112	Intake Air Temperature Sensor 1 Circuit Low	<Ref. to GD(H4SO U5)-40, DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DTC	Item	Index
P0113	Intake Air Temperature Sensor 1 Circuit High	<Ref. to GD(H4SO U5)-42, DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0117	Engine Coolant Temperature Circuit Low	<Ref. to GD(H4SO U5)-44, DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0118	Engine Coolant Temperature Circuit High	<Ref. to GD(H4SO U5)-46, DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0122	Throttle/Pedal Position Sensor/ Switch “A” Circuit Low	<Ref. to GD(H4SO U5)-48, DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0123	Throttle/Pedal Position Sensor/ Switch “A” Circuit High	<Ref. to GD(H4SO U5)-50, DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0125	Insufficient Coolant Temperature For Closed Loop Fuel Control	<Ref. to GD(H4SO U5)-52, DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0126	Insufficient Engine Coolant Temperature for Stable Operation	<Ref. to GD(H4SO U5)-54, DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0128	Coolant Thermostat (Engine Coolant Temperature Below Thermostat Regulating Temperature)	<Ref. to GD(H4SO U5)-56, DTC P0128 COOLANT THERMOSTAT (ENGINE COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0131	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 1)	<Ref. to GD(H4SO U5)-58, DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0132	O2 Sensor Circuit High Voltage (Bank 1 Sensor 1)	<Ref. to GD(H4SO U5)-60, DTC P0132 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0133	O2 Sensor Circuit Slow Response (Bank 1 Sensor 1)	<Ref. to GD(H4SO U5)-62, DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0134	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 1)	<Ref. to GD(H4SO U5)-65, DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0137	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 2)	<Ref. to GD(H4SO U5)-67, DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0138	O2 Sensor Circuit High Voltage (Bank 1 Sensor 2)	<Ref. to GD(H4SO U5)-70, DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0139	O2 Sensor Circuit Slow Response (Bank 1 Sensor 2)	<Ref. to GD(H4SO U5)-71, DTC P0139 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0140	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 2)	<Ref. to GD(H4SO U5)-77, DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0171	System Too Lean (Bank 1)	<Ref. to GD(H4SO U5)-79, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0172	System Too Rich (Bank 1)	<Ref. to GD(H4SO U5)-81, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0181	Fuel Temperature Sensor “A” Circuit Range/Performance	<Ref. to GD(H4SO U5)-83, DTC P0181 FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0182	Fuel Temperature Sensor “A” Circuit Low Input	<Ref. to GD(H4SO U5)-86, DTC P0182 FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DTC	Item	Index
P0183	Fuel Temperature Sensor “A” Circuit High Input	<Ref. to GD(H4SO U5)-88, DTC P0183 FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0196	Engine Oil Temperature Sensor Circuit Range/Performance	<Ref. to GD(H4SO U5)-90, DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0197	Engine Oil Temperature Sensor Low	<Ref. to GD(H4SO U5)-92, DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0198	Engine Oil Temperature Sensor High	<Ref. to GD(H4SO U5)-93, DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0222	Throttle/Pedal Position Sensor/ Switch “B” Circuit Low	<Ref. to GD(H4SO U5)-94, DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0223	Throttle/Pedal Position Sensor/ Switch “B” Circuit High	<Ref. to GD(H4SO U5)-96, DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0301	Cylinder 1 Misfire Detected	<Ref. to GD(H4SO U5)-98, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0302	Cylinder 2 Misfire Detected	<Ref. to GD(H4SO U5)-103, DTC P0302 CYLINDER 2 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0303	Cylinder 3 Misfire Detected	<Ref. to GD(H4SO U5)-103, DTC P0303 CYLINDER 3 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0304	Cylinder 4 Misfire Detected	<Ref. to GD(H4SO U5)-103, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0327	Knock Sensor 1 Circuit Low (Bank 1 or Single Sensor)	<Ref. to GD(H4SO U5)-104, DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0328	Knock Sensor 1 Circuit High (Bank 1 or Single Sensor)	<Ref. to GD(H4SO U5)-106, DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0335	Crankshaft Position Sensor “A” Circuit	<Ref. to GD(H4SO U5)-108, DTC P0335 CRANKSHAFT POSITION SENSOR “A” CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0336	Crankshaft Position Sensor “A” Circuit Range/Performance	<Ref. to GD(H4SO U5)-110, DTC P0336 CRANKSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0340	Camshaft Position Sensor “A” Circuit (Bank 1 or Single Sensor)	<Ref. to GD(H4SO U5)-112, DTC P0340 CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0341	Camshaft Position Sensor “A” Circuit Range/Performance (Bank 1 or Single Sensor)	<Ref. to GD(H4SO U5)-114, DTC P0341 CAMSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0400	Exhaust Gas Recirculation Flow	<Ref. to GD(H4SO U5)-116, DTC P0400 EXHAUST GAS RECIRCULATION FLOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0420	Catalyst System Efficiency Below Threshold (Bank 1)	<Ref. to GD(H4SO U5)-121, DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0442	Evaporative Emission Control System Leak Detected (Small Leak)	<Ref. to GD(H4SO U5)-124, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0447	Evaporative Emission Control System Vent Control Circuit Open	<Ref. to GD(H4SO U5)-141, DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0448	Evaporative Emission Control System Vent Control Circuit Shorted	<Ref. to GD(H4SO U5)-143, DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DTC	Item	Index
P0451	Evaporative Emission Control System Pressure Sensor	<Ref. to GD(H4SO U5)-145, DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0452	Evaporative Emission Control System Pressure Sensor Low Input	<Ref. to GD(H4SO U5)-147, DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0453	Evaporative Emission Control System Pressure Sensor High Input	<Ref. to GD(H4SO U5)-149, DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0456	Evaporative Emission Control System Leak Detected (Very Small Leak)	<Ref. to GD(H4SO U5)-150, DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0457	Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)	<Ref. to GD(H4SO U5)-150, DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0458	Evaporative Emission System Purge Control Valve Circuit Low	<Ref. to GD(H4SO U5)-151, DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0459	Evaporative Emission System Purge Control Valve Circuit High	<Ref. to GD(H4SO U5)-153, DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0461	Fuel Level Sensor “A” Circuit Range/ Performance	<Ref. to GD(H4SO U5)-155, DTC P0461 FUEL LEVEL SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0462	Fuel Level Sensor “A” Circuit Low	<Ref. to GD(H4SO U5)-157, DTC P0462 FUEL LEVEL SENSOR “A” CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0463	Fuel Level Sensor “A” Circuit High	<Ref. to GD(H4SO U5)-159, DTC P0463 FUEL LEVEL SENSOR “A” CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0464	Fuel Level Sensor Circuit Intermittent	<Ref. to GD(H4SO U5)-161, DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0502	Vehicle Speed Sensor “A” Circuit Low Input	<Ref. to GD(H4SO U5)-164, DTC P0502 VEHICLE SPEED SENSOR “A” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0503	Vehicle Speed Sensor “A” Intermittent/Erratic/High	<Ref. to GD(H4SO U5)-165, DTC P0503 VEHICLE SPEED SENSOR “A” INTERMITTENT/ERRATIC/HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0506	Idle Air Control System RPM Lower Than Expected	<Ref. to GD(H4SO U5)-166, DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0507	Idle Air Control System RPM Higher Than Expected	<Ref. to GD(H4SO U5)-168, DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0512	Starter Request Circuit	<Ref. to GD(H4SO U5)-170, DTC P0512 STARTER REQUEST CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0600	Serial Communication Link	<Ref. to GD(H4SO U5)-171, DTC P0600 SERIAL COMMUNICATION LINK, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0604	Internal Control Module Random Access Memory (RAM) Error	<Ref. to GD(H4SO U5)-173, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0605	Internal Control Module Read Only Memory (ROM) Error	<Ref. to GD(H4SO U5)-175, DTC P0605 INTERNAL CONTROL MODULE READ ONLY MEMORY (ROM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0607	Control Module Performance	<Ref. to GD(H4SO U5)-176, DTC P0607 CONTROL MODULE PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0638	Throttle Actuator Control Range/ Performance (Bank 1)	<Ref. to GD(H4SO U5)-179, DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

List of Diagnostic Trouble Code (DTC)

DTC	Item	Index
P0700	Transmission Control System (MIL Request)	<Ref. to GD(H4SO U5)-182, DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0851	Park/Neutral Switch Input Circuit Low (AT Model)	<Ref. to GD(H4SO U5)-183, DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0851	Neutral Switch Input Circuit Low (MT Model)	<Ref. to GD(H4SO U5)-184, DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0852	Park/Neutral Switch Input Circuit High (AT Model)	<Ref. to GD(H4SO U5)-186, DTC P0852 PARK/NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0852	Neutral Switch Input Circuit High (MT Model)	<Ref. to GD(H4SO U5)-187, DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1152	O2 Sensor Circuit Range/ Performance (Low) (Bank 1 Sensor 1)	<Ref. to GD(H4SO U5)-189, DTC P1152 O2 SENSOR CIRCUIT RANGE/ PERFORMANCE (LOW) (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1153	O2 Sensor Circuit Range/Performance (High) (Bank 1 Sensor 1)	<Ref. to GD(H4SO U5)-192, DTC P1153 O2 SENSOR CIRCUIT RANGE/ PERFORMANCE (HIGH) (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1160	Return Spring Failure	<Ref. to GD(H4SO U5)-195, DTC P1160 RETURN SPRING FAILURE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1400	Fuel Tank Pressure Control Solenoid Valve Circuit Low	<Ref. to GD(H4SO U5)-197, DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1420	Fuel Tank Pressure Control Sol. Valve Circuit High	<Ref. to GD(H4SO U5)-199, DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1443	Vent Control Solenoid Valve Function Problem	<Ref. to GD(H4SO U5)-201, DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1491	Positive Crankcase Ventilation (Blow-by) Function Problem	<Ref. to GD(H4SO U5)-203, DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1492	EGR Solenoid Valve Signal #1 Circuit Malfunction (Low Input)	<Ref. to GD(H4SO U5)-205, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1493	EGR Solenoid Valve Signal #1 Circuit Malfunction (High Input)	<Ref. to GD(H4SO U5)-207, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1494	EGR Solenoid Valve Signal #2 Circuit Malfunction (Low Input)	<Ref. to GD(H4SO U5)-209, DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1495	EGR Solenoid Valve Signal #2 Circuit Malfunction (High Input)	<Ref. to GD(H4SO U5)-209, DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1496	EGR Solenoid Valve Signal #3 Circuit Malfunction (Low Input)	<Ref. to GD(H4SO U5)-209, DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1497	EGR Solenoid Valve Signal #3 Circuit Malfunction (High Input)	<Ref. to GD(H4SO U5)-209, DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1498	EGR Solenoid Valve Signal #4 Circuit Malfunction (Low Input)	<Ref. to GD(H4SO U5)-209, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

DTC	Item	Index
P1499	EGR Solenoid Valve Signal #4 Circuit Malfunction (High Input)	<Ref. to GD(H4SO U5)-209, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1518	Starter Switch Circuit Low Input	<Ref. to GD(H4SO U5)-210, DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1560	Back-Up Voltage Circuit Malfunction	<Ref. to GD(H4SO U5)-211, DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1602	Control Module Programming Error	<Ref. to GD(H4SO U5)-212, DTC P1602 CONTROL MODULE PROGRAMMING ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2096	Post Catalyst Fuel Trim System Too Lean Bank 1	<Ref. to GD(H4SO U5)-215, DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN BANK 1, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2097	Post Catalyst Fuel Trim System Too Rich Bank 1	<Ref. to GD(H4SO U5)-217, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2101	Throttle Actuator Control Motor Circuit Range/Performance	<Ref. to GD(H4SO U5)-219, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2102	Throttle Actuator Control Motor Circuit Low	<Ref. to GD(H4SO U5)-221, DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2103	Throttle Actuator Control Motor Circuit High	<Ref. to GD(H4SO U5)-223, DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2109	Throttle/Pedal Position Sensor “A” Minimum Stop Performance	<Ref. to GD(H4SO U5)-225, DTC P2109 THROTTLE/PEDAL POSITION SENSOR “A” MINIMUM STOP PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2122	Throttle/Pedal Position Sensor/ Switch “D” Circuit Low Input	<Ref. to GD(H4SO U5)-227, DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2123	Throttle/Pedal Position Sensor/ Switch “D” Circuit High Input	<Ref. to GD(H4SO U5)-229, DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2127	Throttle/Pedal Position Sensor/ Switch “E” Circuit Low Input	<Ref. to GD(H4SO U5)-231, DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2128	Throttle/Pedal Position Sensor/ Switch “E” Circuit High Input	<Ref. to GD(H4SO U5)-233, DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2135	Throttle/Pedal Position Sensor/ Switch “A”/“B” Voltage Correlation	<Ref. to GD(H4SO U5)-235, DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A”/“B” VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2138	Throttle/Pedal Position Sensor/ Switch “D”/“E” Voltage Correlation	<Ref. to GD(H4SO U5)-237, DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D”/“E” VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2227	Barometric Pressure Circuit Range/ Performance	<Ref. to GD(H4SO U5)-239, DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2228	Barometric Pressure Circuit Low	<Ref. to GD(H4SO U5)-240, DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2229	Barometric Pressure Circuit High	<Ref. to GD(H4SO U5)-241, DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

2. Diagnostic Trouble Code (DTC) Detecting Criteria

A: DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/ PERFORMANCE (BANK 1)

1. OUTLINE OF DIAGNOSIS

Judge as NG with either Low NG or High NG.
A variable valve lift diagnosis oil pressure switch is installed for diagnosis. It is possible to determine whether the intake valve is in high mode (increase the amount of lift) or in low mode (suppressing the amount of lift) when the variable valve lift diagnosis oil pressure switch is turned ON or OFF.

- **Normal**

Oil switching solenoid valve duty	Intake valve	Variable valve lift diagnosis oil pressure switch
Large	High mode	ON
Minimum	Low mode	OFF

- **Low NG**

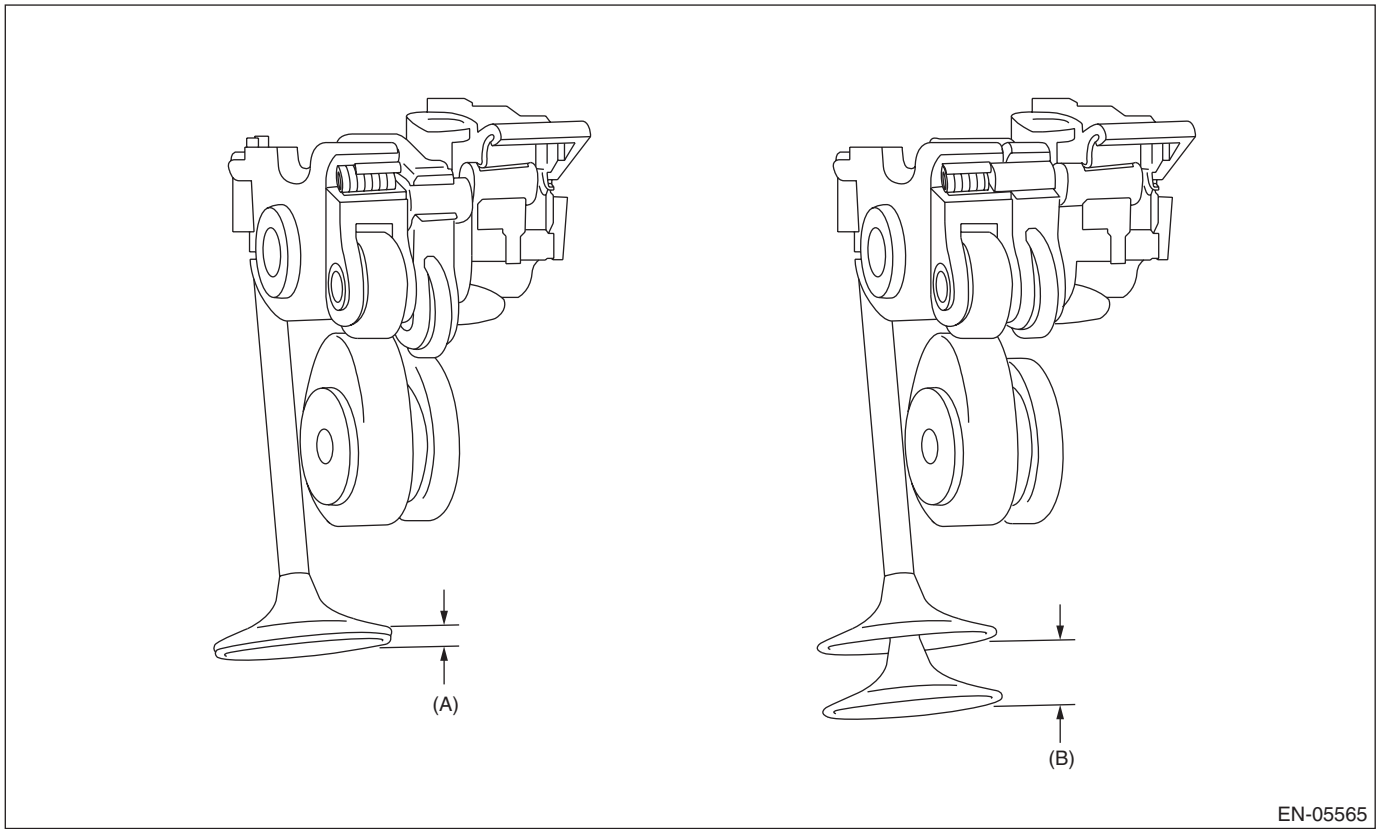
When the variable valve lift diagnosis oil pressure switch remains OFF even though the intake valve tried to enter high mode (oil switching solenoid valve duty is large), this is judged as a Low NG.

- **High NG**

When the variable valve lift diagnosis oil pressure switch remains ON even though the intake valve tried to enter low mode (oil switching solenoid valve duty is small), this is judged as a High NG.

2. COMPONENT DESCRIPTION

The variable valve lift system optimizes the intake valve lift by switching between the low lift cam and the high lift cam according to the engine speed. The amount of intake valve lift is varied by controlling the oil switching solenoid valve duty according to signals from the ECM.



(A) Low lift (B) High lift

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
After engine starting	≥ 6000 ms
Engine oil temperature	≥ 15 °C (59 °F)
Variable valve lift control	Operation

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously 6 seconds after engine start while variable valve lift is being controlled

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Low	
Duty ratio	≥ 62 %
Variable valve lift diagnosis oil pressure switch	OFF
High	
Duty ratio	< 33 %
Variable valve lift diagnosis oil pressure switch	ON

Time Needed for Diagnosis:
Low side: 784 ms
High side: 3000 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Low	
Duty ratio	≥ 62 %
Variable valve lift diagnosis oil pressure switch	ON
High	
Duty ratio	< 33 %
Variable valve lift diagnosis oil pressure switch	OFF

Time Needed for Diagnosis:
Low side: 208 ms
High side: 3000 ms

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

B: DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/ PERFORMANCE (BANK 2)

1. OUTLINE OF DIAGNOSIS

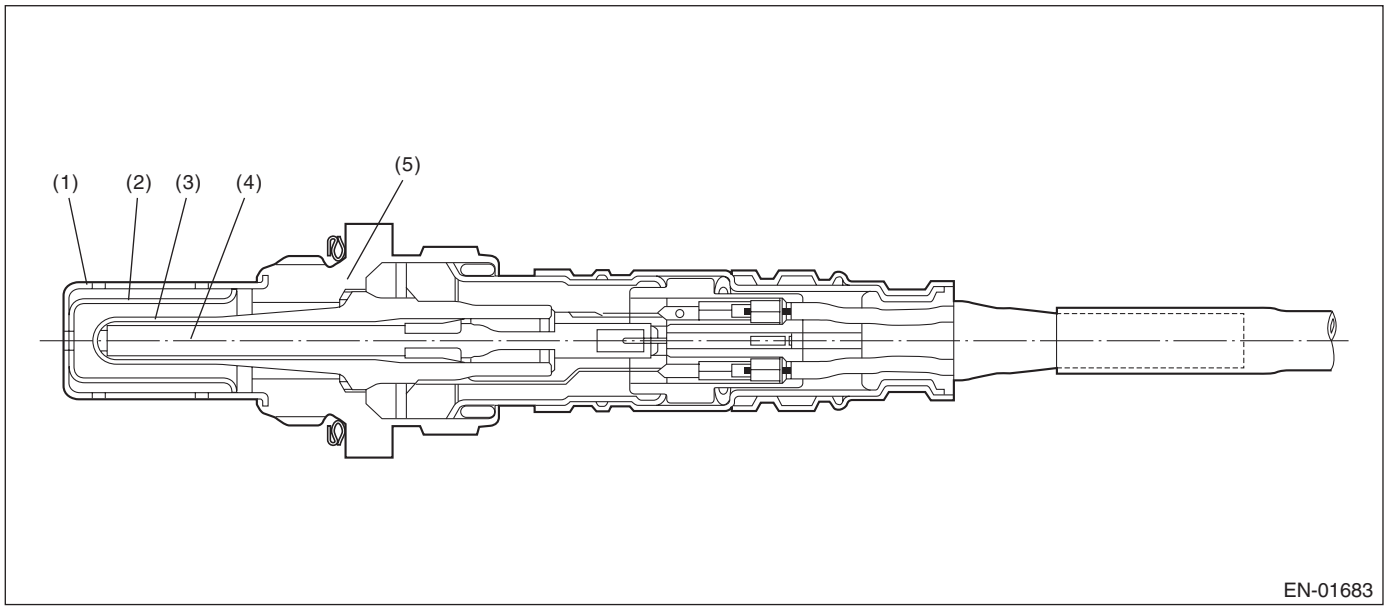
NOTE:
For the detection standard, refer to DTC P0026. <Ref. to GD(H4SO U5)-8, DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

C: DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect functional errors of the front oxygen (A/F) sensor heater.
Judge as NG when it is determined that the front oxygen (A/F) sensor impedance is large when looking at engine status such as deceleration fuel cut.

2. COMPONENT DESCRIPTION



(1) Element cover (Outer)
(2) Element cover (Inner)
(3) Sensor element
(4) Ceramic heater
(5) Sensor housing

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Condition established time	≥ 42000 ms
Battery voltage	≥ 10.9 V
Heater current	Permitted
Control duty ≥ 35 %	Experienced
After fuel cut	≥ 20000 ms

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after 42000 ms or more have passed since the engine started.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Front oxygen (A/F) sensor impedance	> 50 Ω

Time Needed for Diagnosis:10000 ms
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Front oxygen (A/F) sensor impedance	≤ 50 Ω

Time Needed for Diagnosis:10000 ms

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning compensation: Not allowed to calculate.
- Front oxygen (A/F) sensor sub learning compensation: Not allowed to calculate.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

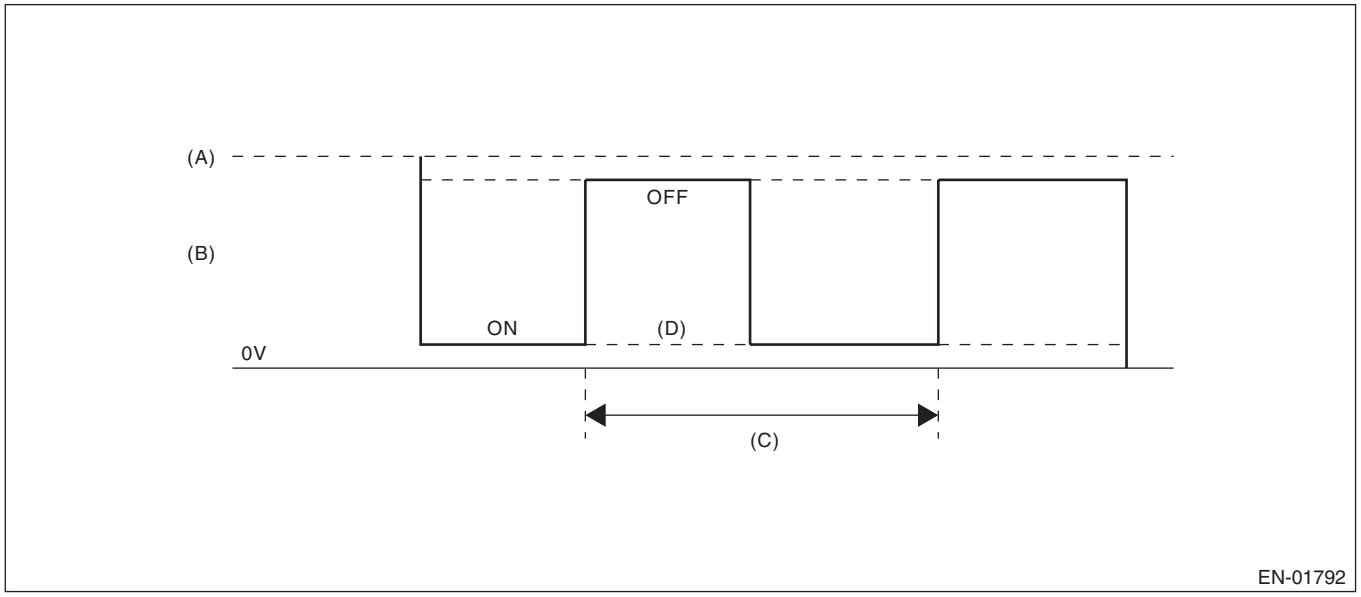
- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

D: DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect front oxygen (A/F) sensor heater open or short circuit.
The front oxygen (A/F) sensor heater performs duty control, and the output terminal voltage at ON is 0 V, and the output terminal voltage at OFF is the battery voltage.
Judge as NG when the terminal voltage remains Low.

2. COMPONENT DESCRIPTION



(A) Battery voltage
(B) Front oxygen (A/F) sensor heater output voltage
(C) 128 milliseconds
(D) Low error

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	Low
Front oxygen (A/F) sensor heater control duty	< 87.5 %

Time Needed for Diagnosis: 4 ms × 250 time
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	High

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to turn on heater.
- A/F main learning: Not allowed to calculate the A/F main learning compensation factor.
- A/F sub learning: Not allowed to calculate the A/F sub learning compensation factor.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

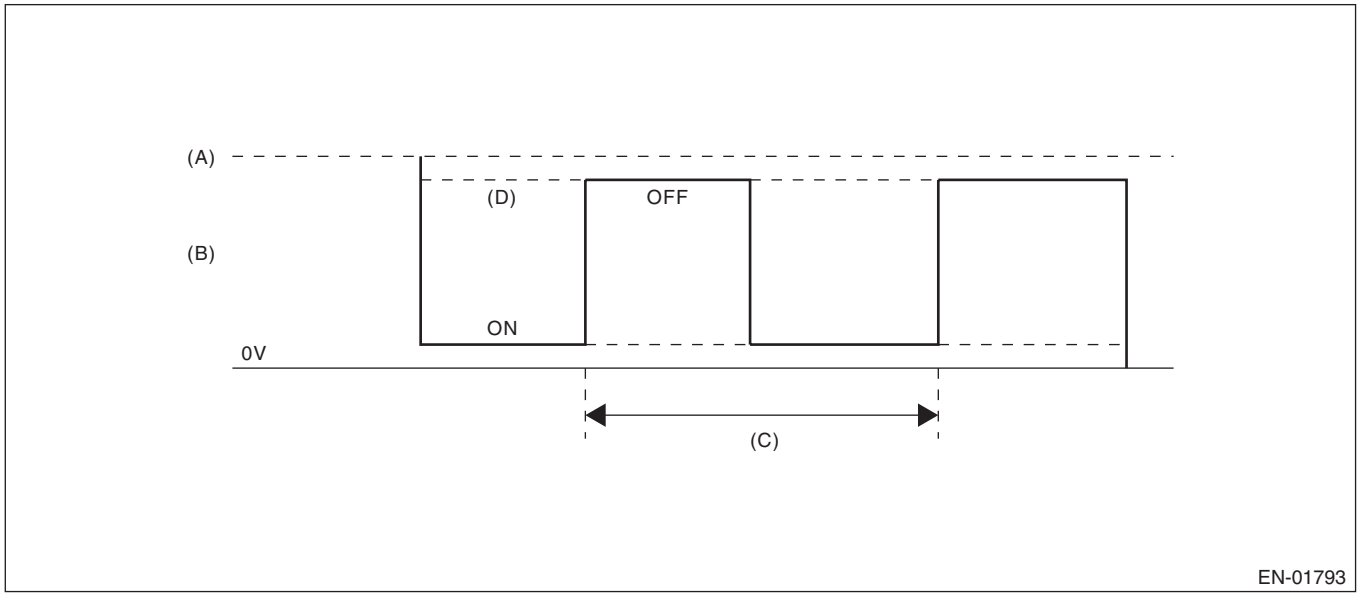
- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

E: DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect front oxygen (A/F) sensor heater open or short circuit.
The front oxygen (A/F) sensor heater performs duty control, and the output terminal voltage at ON is 0 V, and the output terminal voltage at OFF is the battery voltage.
Judge as NG when the terminal voltage remains High.

2. COMPONENT DESCRIPTION



(A) Battery voltage
(B) Front oxygen (A/F) sensor heater output voltage
(C) 128 milliseconds
(D) High error

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	High
Front oxygen (A/F) sensor heater control duty	≥ 12.5 %

Time Needed for Diagnosis: 4 ms × 500 time
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	Low

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to turn on heater.
- A/F main learning: Not allowed to calculate the A/F main learning compensation factor.
- A/F sub learning: Not allowed to calculate the A/F sub learning compensation factor.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

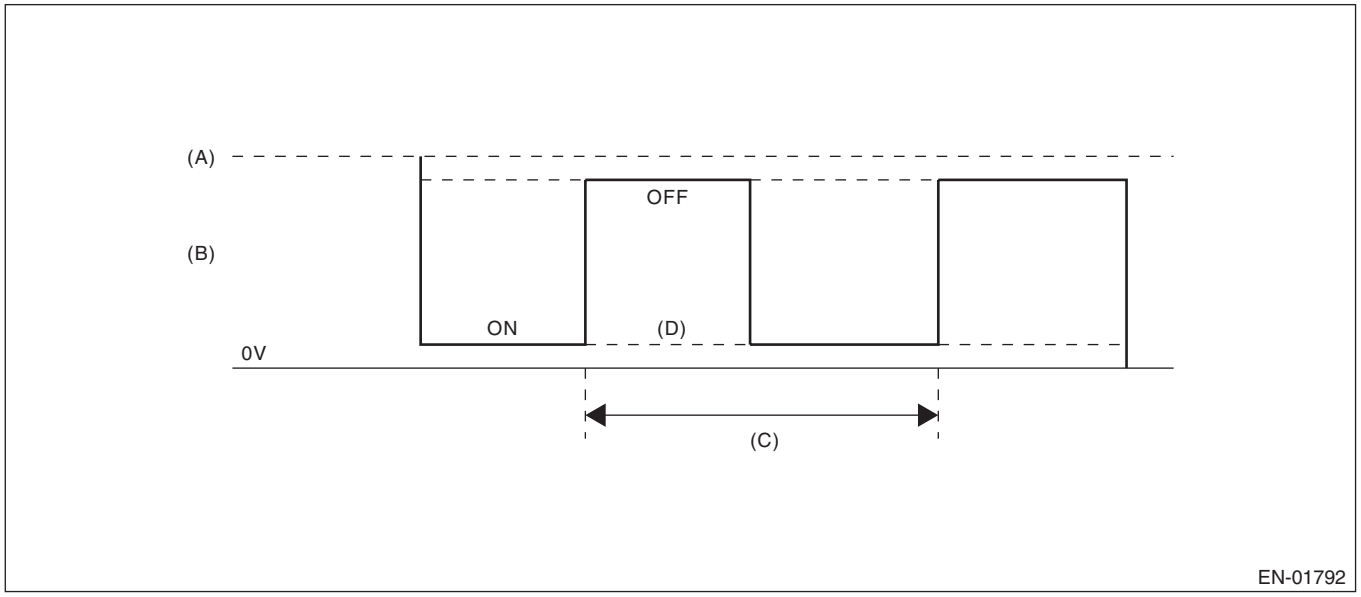
- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

F: DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2)

1. OUTLINE OF DIAGNOSIS

Detect the rear oxygen sensor heater open or short circuit.
The rear oxygen sensor heater performs duty control, and the output terminal voltage at ON is 0 V, and the output terminal voltage at OFF is the battery voltage.
Judge as NG when the terminal voltage remains Low.

2. COMPONENT DESCRIPTION



(A) Battery voltage
(B) Output voltage of the rear oxygen sensor heater
(C) 256 milliseconds (cycles)
(D) Low error

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Elapsed time after engine starting	≥ 1 second
Engine speed	< 8000 rpm

4. GENERAL DRIVING CYCLE

After starting the engine, perform the diagnosis continuously when engine is low speed.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	Low
Rear oxygen sensor heater control duty	< 75 %

Time Needed for Diagnosis: 8 ms × 320 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	High

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Sub feedback control: Not allowed

9. ECM OPERATION AT DTC SETTING

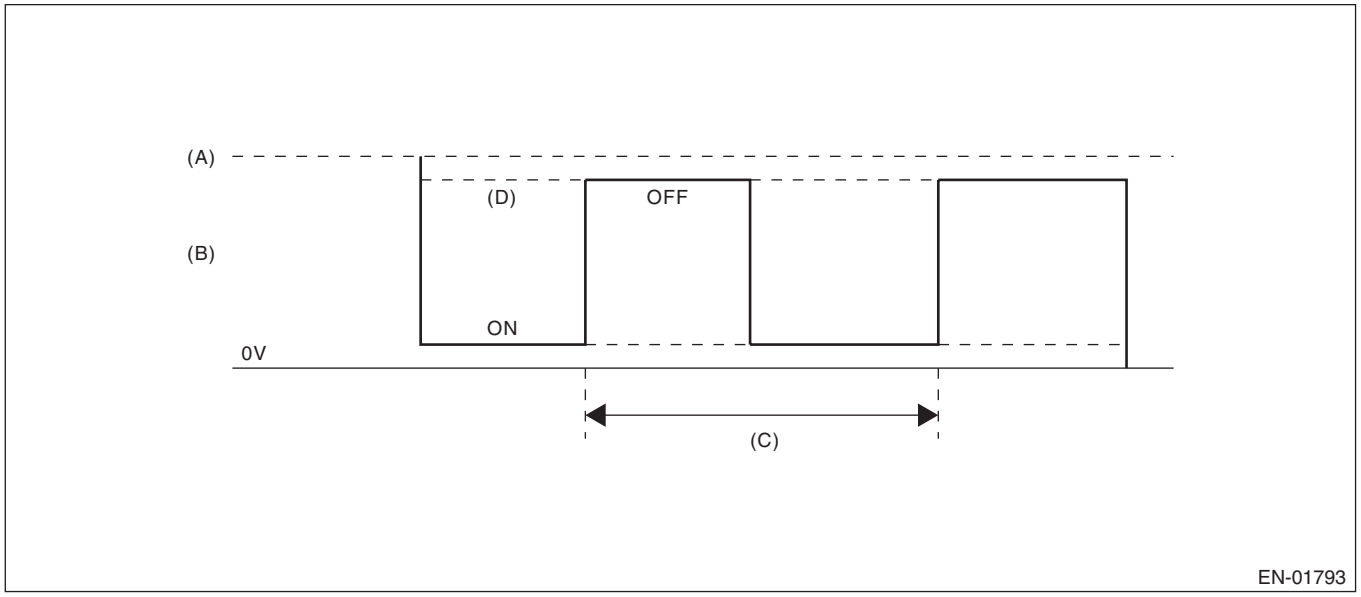
- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

G: DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2)

1. OUTLINE OF DIAGNOSIS

Detect the rear oxygen sensor heater open or short circuit.
The rear oxygen sensor heater performs duty control, and the output terminal voltage at ON is 0 V, and the output terminal voltage at OFF is the battery voltage.
Judge as NG when the terminal voltage remains High.

2. COMPONENT DESCRIPTION



(A) Battery voltage
(B) Output voltage of the rear oxygen sensor heater
(C) 256 milliseconds (cycles)
(D) High error

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Elapsed time after engine starting	≥ 1 second
Engine speed	< 8000 rpm

4. GENERAL DRIVING CYCLE

After starting the engine, perform the diagnosis continuously when engine is low speed.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	High
Rear oxygen sensor heater control duty	≥ 20 %

Time Needed for Diagnosis: 8 ms × 320 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	Low

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Sub feedback control: Not allowed

9. ECM OPERATION AT DTC SETTING

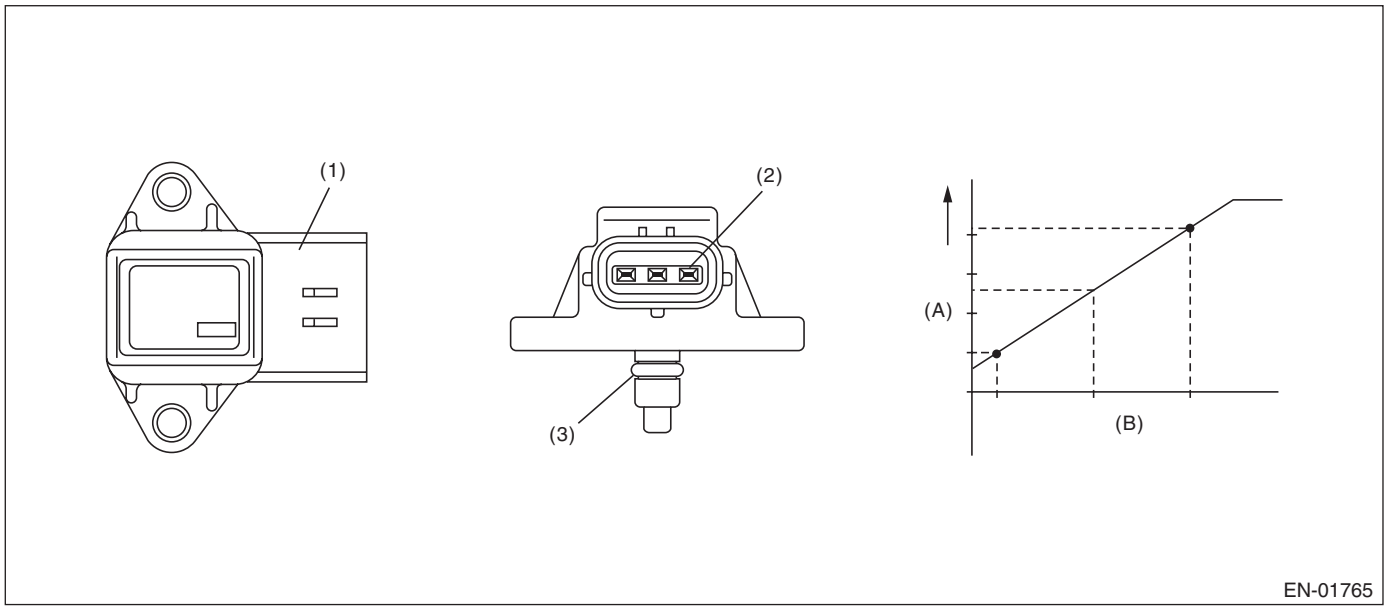
- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

H: DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION

1. OUTLINE OF DIAGNOSIS

Detect problems in the intake manifold pressure sensor output properties.
Judge as NG when the intake air pressure AD value is Low whereas it seemed to be High from the viewpoint of engine condition, or when it is High whereas it seemed to be Low from the engine condition.

2. COMPONENT DESCRIPTION



(1) Connector
(2) Terminals
(3) O-ring
(A) Output voltage
(B) Absolute pressure

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature	≥ 75 °C (167 °F)

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after idling.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge as NG when Low side or High side becomes NG.
If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Low	
Engine speed	< 2500 rpm
Throttle position	≥ 12 °
Output voltage	< 1.63 V
Engine load	> 0.6 g/rev (0.02 oz/rev)
High	
Engine speed	600 rpm — 900 rpm
Throttle position	< 2.44 °
Output voltage	≥ 3.4 V
Engine load	< 0.4 g/rev (0.01 oz/rev)

Time Needed for Diagnosis:
Low side: 3000 ms
High side: 7000 ms
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG when both Low side and High side become OK.
If the duration of time while the following conditions are met is longer than the time indicated, judge as OK.

Judgment Value

Malfunction Criteria	Threshold Value
Low	
Engine speed	< 2500 rpm
Throttle position	≥ 12 °
Output voltage	≥ 1.63 V
Engine load	> 0.6 g/rev (0.02 oz/rev)
High	
Engine speed	600 rpm — 900 rpm
Throttle position	< 2.44 °
Output voltage	< 3.4 V
Engine load	< 0.4 g/rev (0.01 oz/rev)

Time Needed for Diagnosis:
Low side: Less than 1 second
High side: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Intake manifold pressure sensor process: Estimate the pressure from engine load.
- ISC feedback: Not allowed to calculate the amount of feedback.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

I: DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect the open circuit of the oil switching solenoid valve.
Judge as NG when the current is small even though the output duty is large.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Duty ratio	≥ 30 %
Control current	< 0.026 A

Time Needed for Diagnosis:2000 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
|Oil switching solenoid valve target current value – Oil switching solenoid valve current value|	< 0.08 A
Target current	≥ 0.11 A

Time Needed for Diagnosis:2000 ms

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

J: DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect short circuits of the oil switching solenoid valve.
Judge as a short NG when the current is large even though the output duty is small.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Duty ratio	< 7 %
Control current	≥ 0.465 A

Time Needed for Diagnosis:2000 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
|Oil switching solenoid valve target current value – Oil switching solenoid valve current value|	< 0.08 A

Time Needed for Diagnosis:2000 ms

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

K: DTC P0082 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 2)

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P0076. <Ref. to GD(H4SO U5)-24, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

L: DTC P0083 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 2)

1. OUTLINE OF DIAGNOSIS

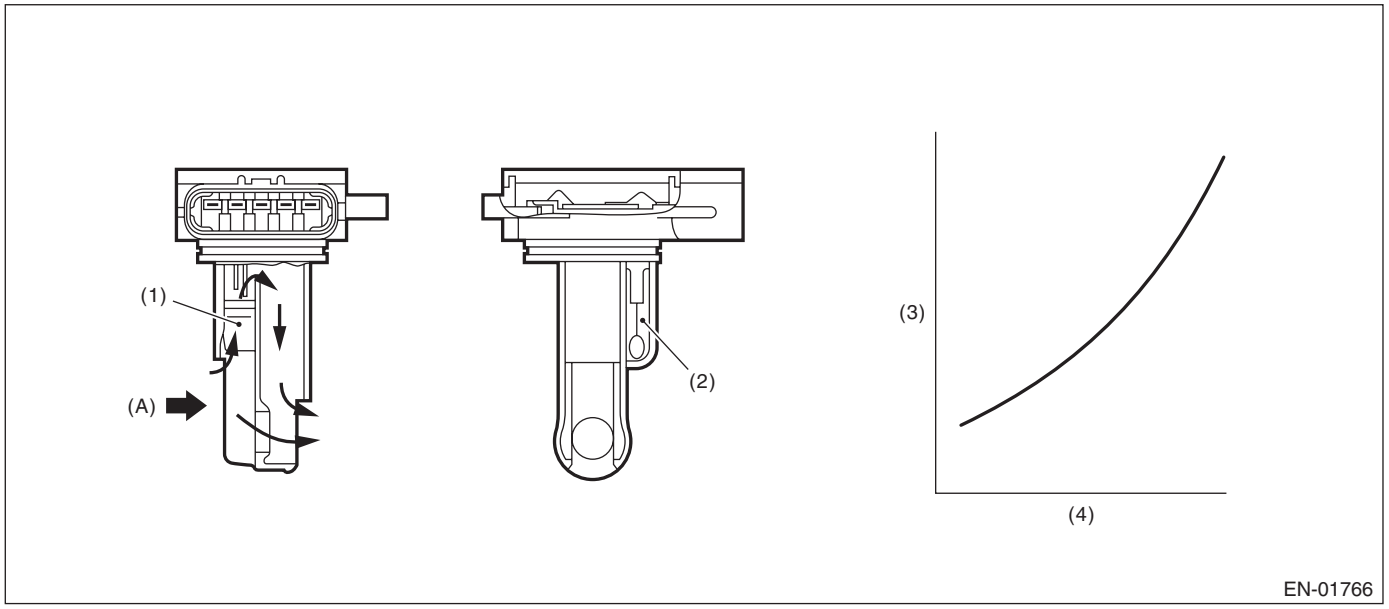
NOTE:
For the detection standard, refer to DTC P0077. <Ref. to GD(H4SO U5)-25, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

M: DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of air flow sensor output properties.
Judge as a low side NG when the air flow voltage indicates a small value regardless of running in a state where the air flow voltage increases. Judge as a high side NG when the air flow voltage indicates a large value regardless of running in a state where the air flow voltage decreases. Judge air flow sensor property NG when the Low side or High side becomes NG.

2. COMPONENT DESCRIPTION



(1) Air flow sensor
(2) Intake air temperature sensor
(3) Voltage (V)
(4) Amount of intake air (kg (lb)/s)
(A) Air

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature	≥ 75 °C (167 °F)

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after idling.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge as NG when Low side or High side becomes NG.
If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Low	
Output voltage	< 1.49 V
Engine speed	≥ 2000 rpm
Throttle opening angle	≥ 12 °
Intake manifold pressure	≥ 66.7 kPa (500 mmHg, 19.7 inHg)
High (1)	
Output voltage	≥ 2.66 V
Engine speed	600 rpm — 900 rpm
Throttle opening angle	< 2.44 °
Intake manifold pressure	< 40 kPa (300 mmHg, 11.8 inHg)
High (2)	
Output voltage	≥ 1.45 V
Engine speed	600 rpm — 900 rpm
Throttle opening angle	< 2.44 °
Intake manifold pressure	< 40 kPa (300 mmHg, 11.8 inHg)
Fuel system diagnosis	Rich side malfunction

Time Needed for Diagnosis:
Low: 5000 ms
High: 10000 ms
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG when both Low side and High side become OK.
Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Low	
Output voltage	≥ 1.49 V
Engine speed	≥ 2000 rpm
Throttle opening angle	≥ 12 °
Intake manifold pressure	≥ 66.7 kPa (500 mmHg, 19.7 inHg)
High	
Output voltage	< 2.66 V
Engine speed	600 rpm — 900 rpm
Throttle opening angle	< 2.44 °
Intake manifold pressure	< 40 kPa (300 mmHg, 11.8 inHg)
Fuel system diagnosis	Rich side normal

Time Needed for Diagnosis:
Low: Less than 1 second
High: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

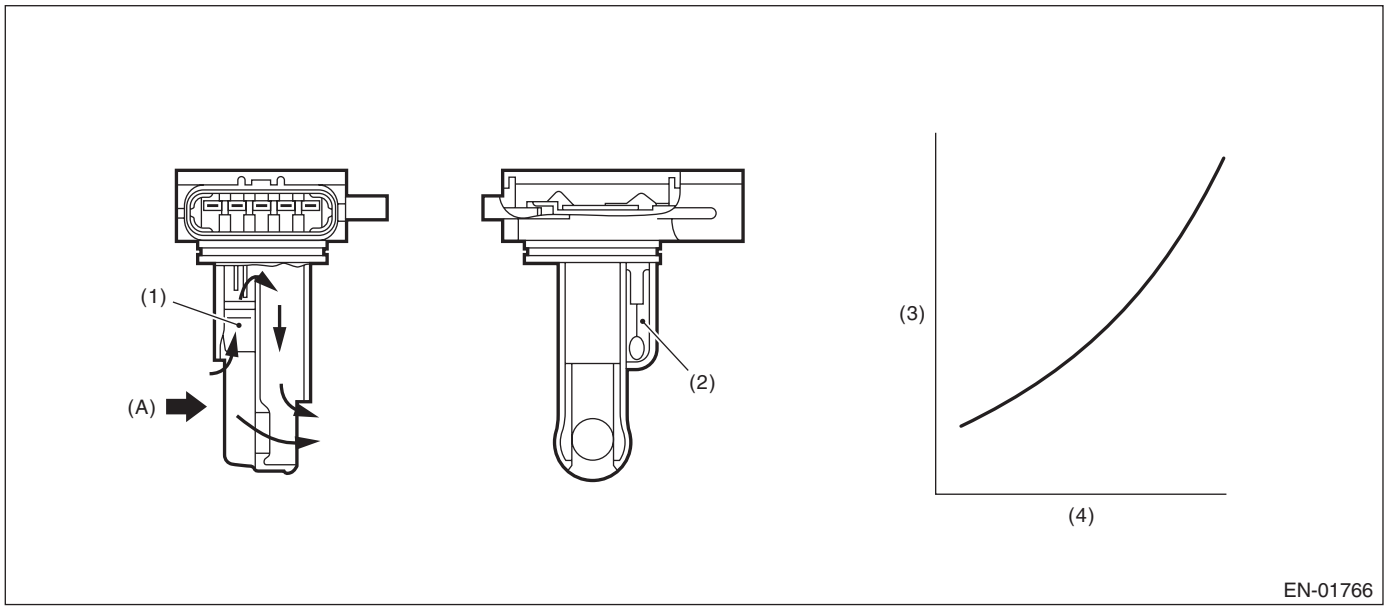
Memorize the freeze frame data. (For test mode $02)

N: DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect open or short circuits of the air flow sensor.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Air flow sensor
(2) Intake air temperature sensor
(3) Voltage (V)
(4) Amount of intake air (kg (lb)/s)
(A) Air

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≤ 0.2 V

Time Needed for Diagnosis:500 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	> 0.2 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

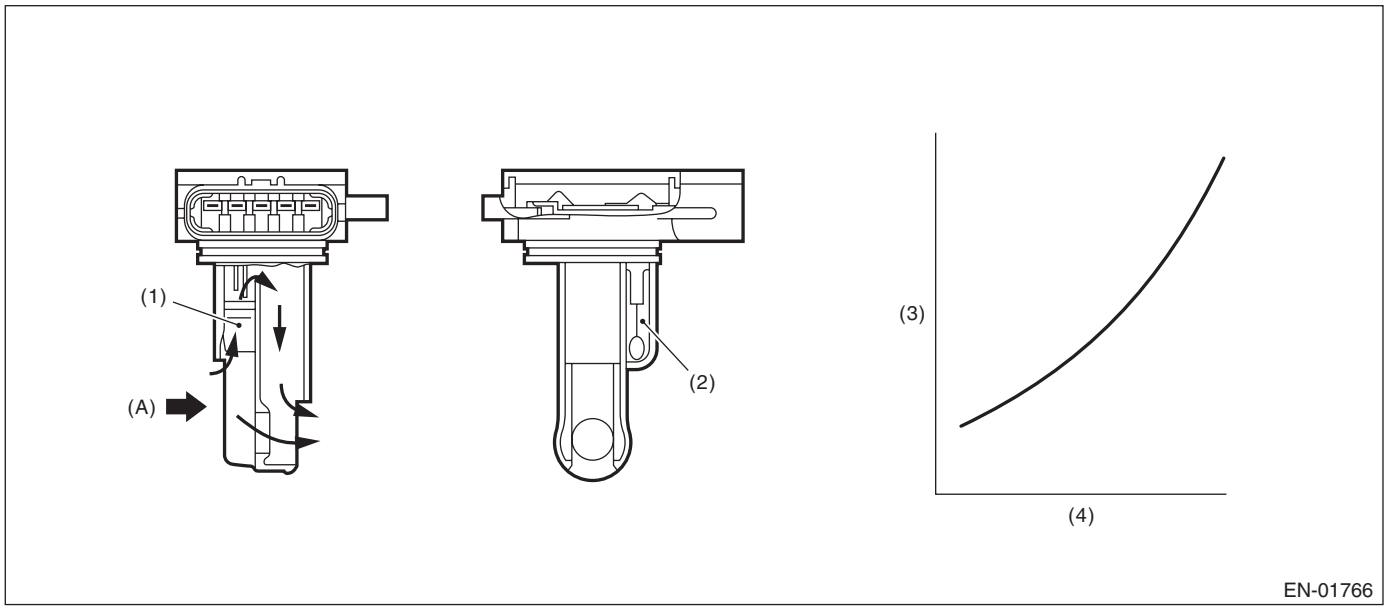
Memorize the freeze frame data. (For test mode $02)

O: DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect open or short circuits of the air flow sensor.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Air flow sensor
(2) Intake air temperature sensor
(3) Voltage (V)
(4) Amount of intake air (kg (lb)/s)
(A) Air

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.277 V

Time Needed for Diagnosis:500 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 4.277 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

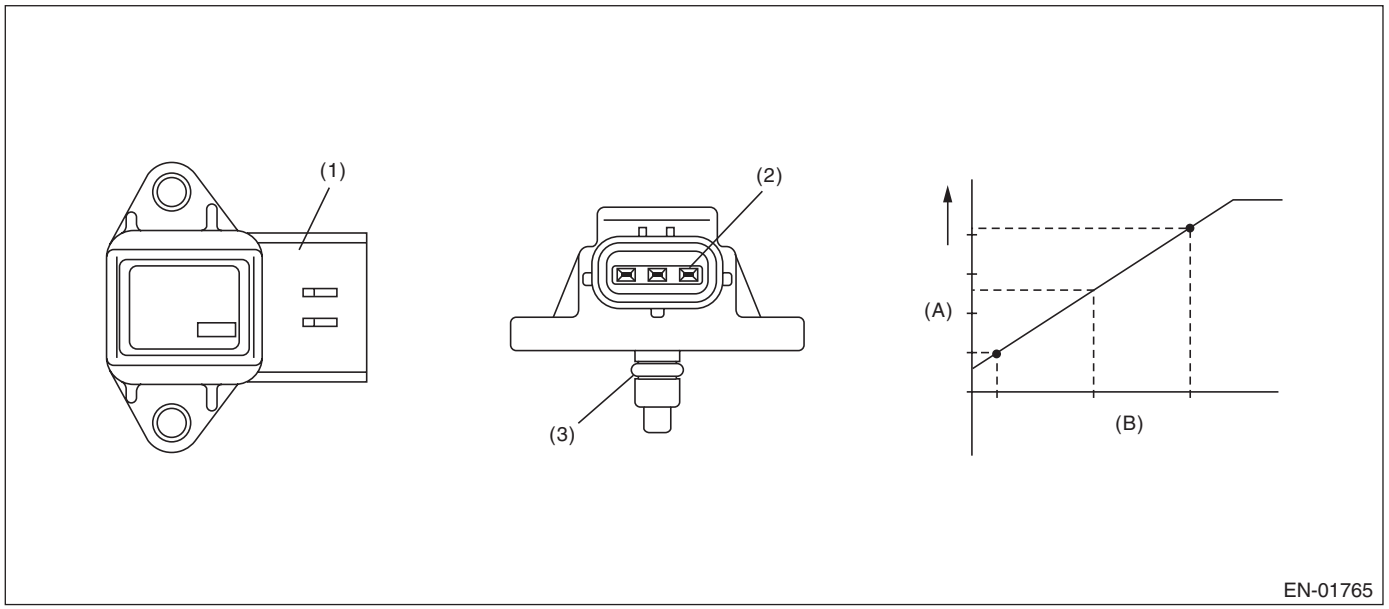
Memorize the freeze frame data. (For test mode $02)

P: DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of intake manifold pressure sensor.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Connector
(2) Terminals
(3) O-ring
(A) Output voltage
(B) Absolute pressure

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≤ 0.573 V

Time Needed for Diagnosis:500 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	> 0.573 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

ISC feedback: Not allowed to calculate the amount of feedback.

9. ECM OPERATION AT DTC SETTING

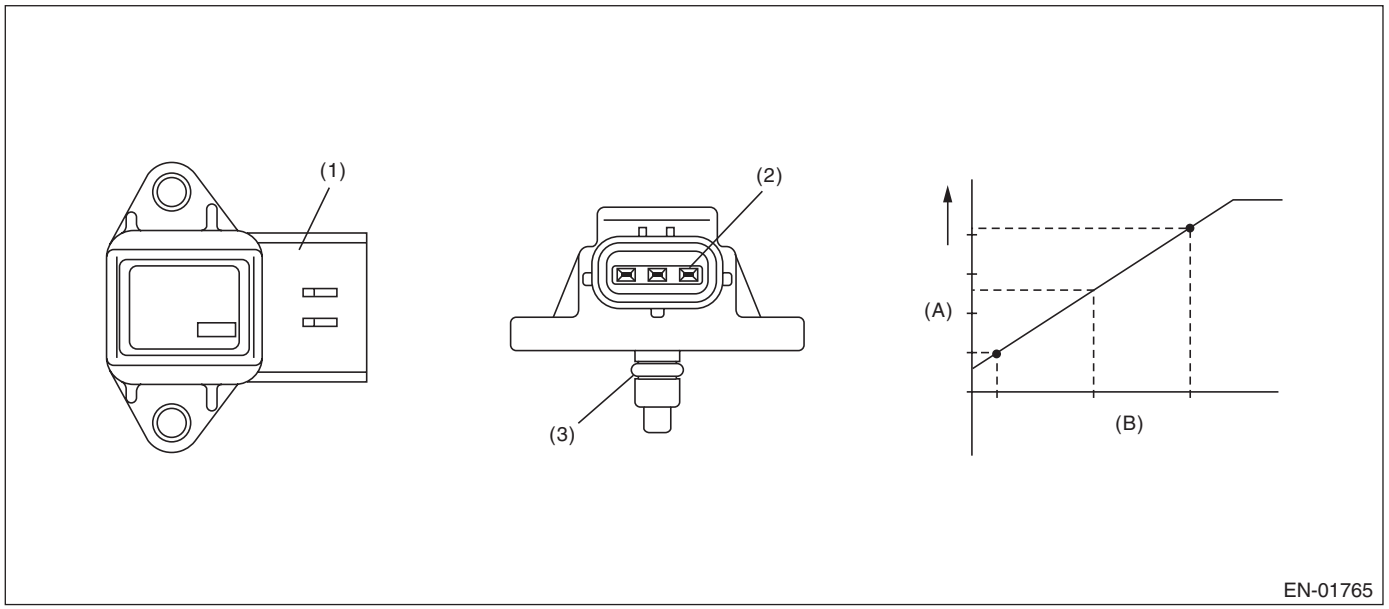
Memorize the freeze frame data. (For test mode $02)

Q: DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of intake manifold pressure sensor.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Connector
(2) Terminals
(3) O-ring
(A) Output voltage
(B) Absolute pressure

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.38757221 V

Time Needed for Diagnosis:500 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 4.38757221 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

ISC feedback: Not allowed to calculate the amount of feedback.

9. ECM OPERATION AT DTC SETTING

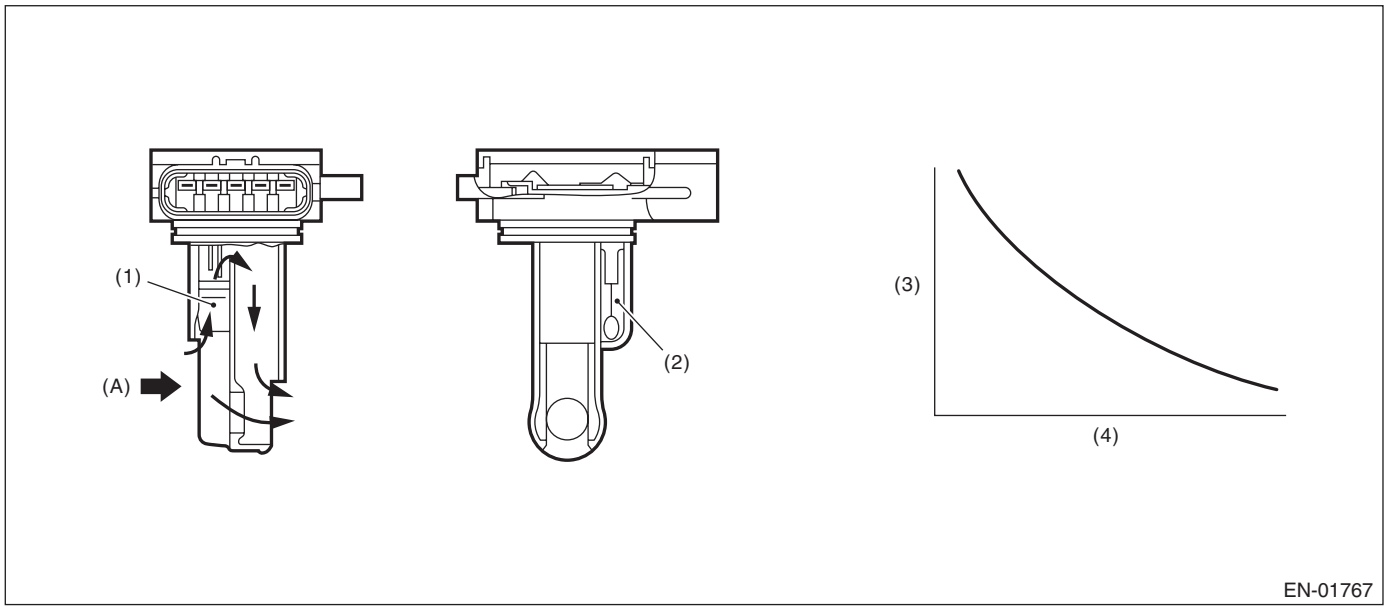
Memorize the freeze frame data. (For test mode $02)

R: DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/ PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of intake air temperature sensor output property.
Judge as NG when the intake air temperature is not varied whereas it seemed to be varied from the viewpoint of engine condition.

2. COMPONENT DESCRIPTION



(1) Air flow sensor
(2) Intake air temperature sensor
(3) Resistance value (Ω)
(4) Intake air temperature °C (°F)
(A) Air

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature at engine starting	< 30 °C (86 °F)
Engine coolant temperature	≥ 100 °C (212 °F)
Battery voltage	≥ 10.9 V
Continuous time when the vehicle speed is less than 60 km/h (37.3 MPH)	≥ 600 s

4. GENERAL DRIVING CYCLE

Perform the diagnosis when the vehicle speed condition is met after warming up from a cold condition.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge as NG when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage difference between Max. and Min.	< 0.02 V(Equivalent to approximately 0.5°C (0.9°F) near 25°C)

Time Needed for Diagnosis: Less than 1 second
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage difference between Max. and Min.	≥ 0.02 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Intake air temperature sensor process: Intake air temperature is fixed at 20°C (68°F).

9. ECM OPERATION AT DTC SETTING

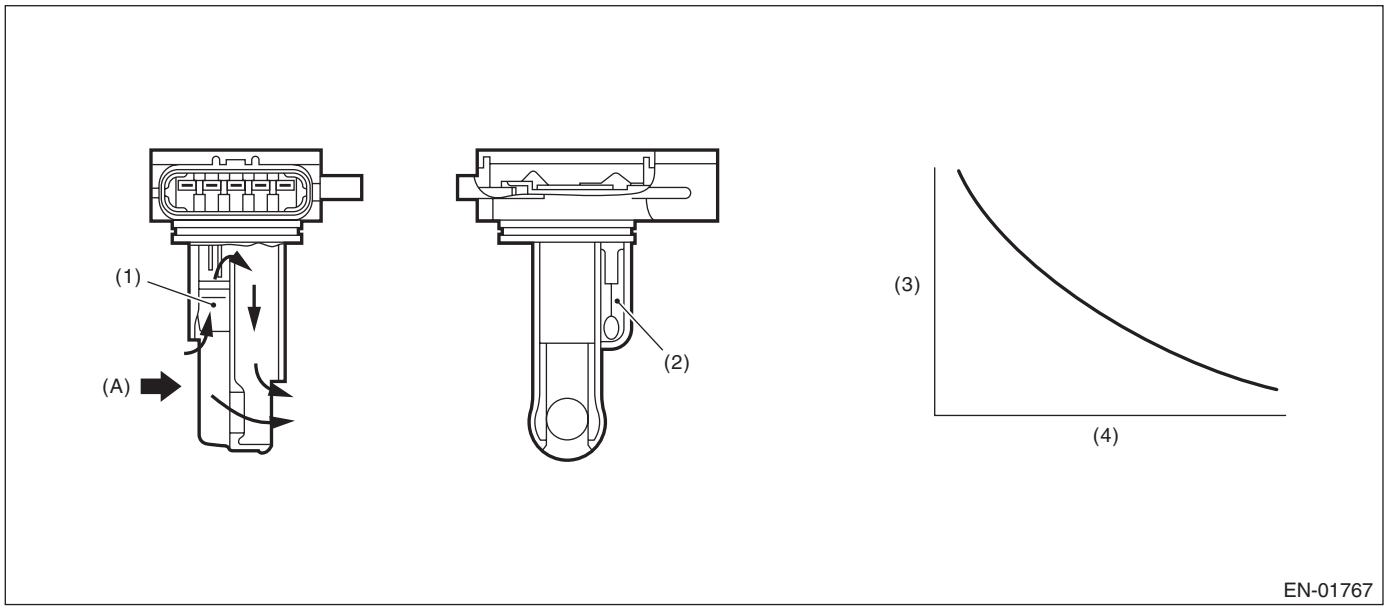
Memorize the freeze frame data. (For test mode $02)

S: DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the intake air temperature sensor.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Air flow sensor
(2) Intake air temperature sensor
(3) Resistance value (Ω)
(4) Intake air temperature °C (°F)
(A) Air

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 0.230975449 V

Time Needed for Diagnosis:500 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 0.230975449 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Intake air temperature sensor process: Intake air temperature is fixed at 20°C (68°F).

9. ECM OPERATION AT DTC SETTING

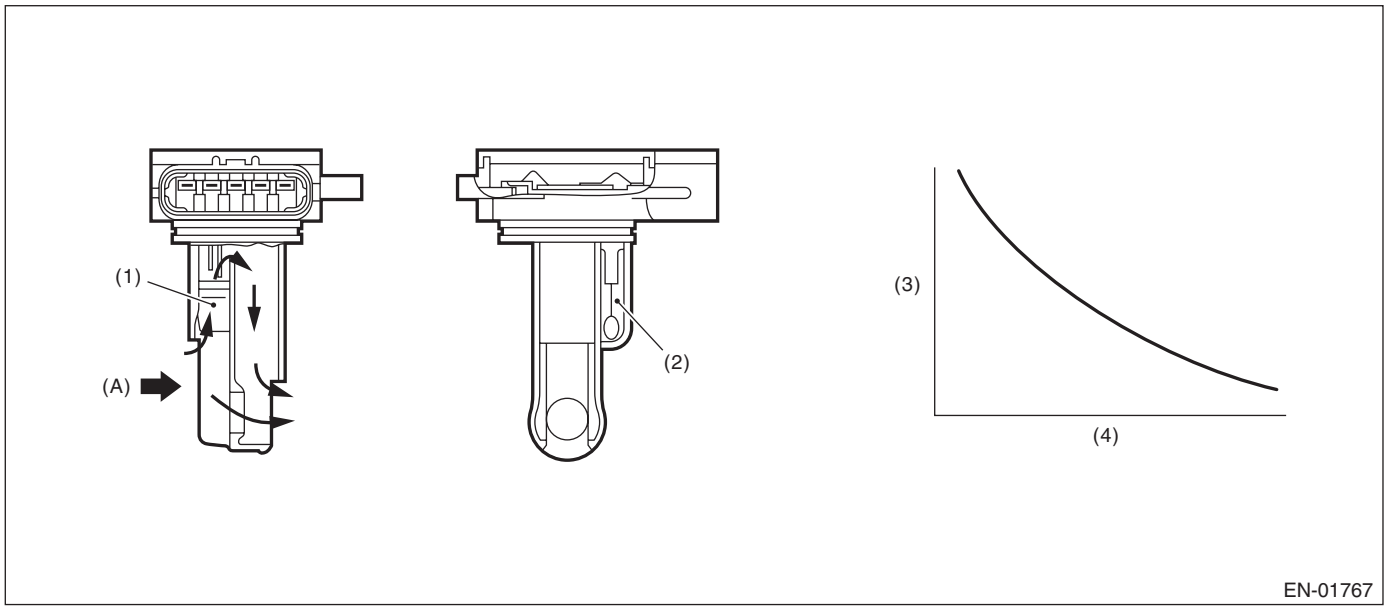
Memorize the freeze frame data. (For test mode $02)

T: DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the intake air temperature sensor.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Air flow sensor
(2) Intake air temperature sensor
(3) Resistance value (Ω)
(4) Intake air temperature °C (°F)
(A) Air

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.716 V

Time Needed for Diagnosis:500 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 4.716 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Intake air temperature sensor process: Intake air temperature is fixed at 20°C (68°F).

9. ECM OPERATION AT DTC SETTING

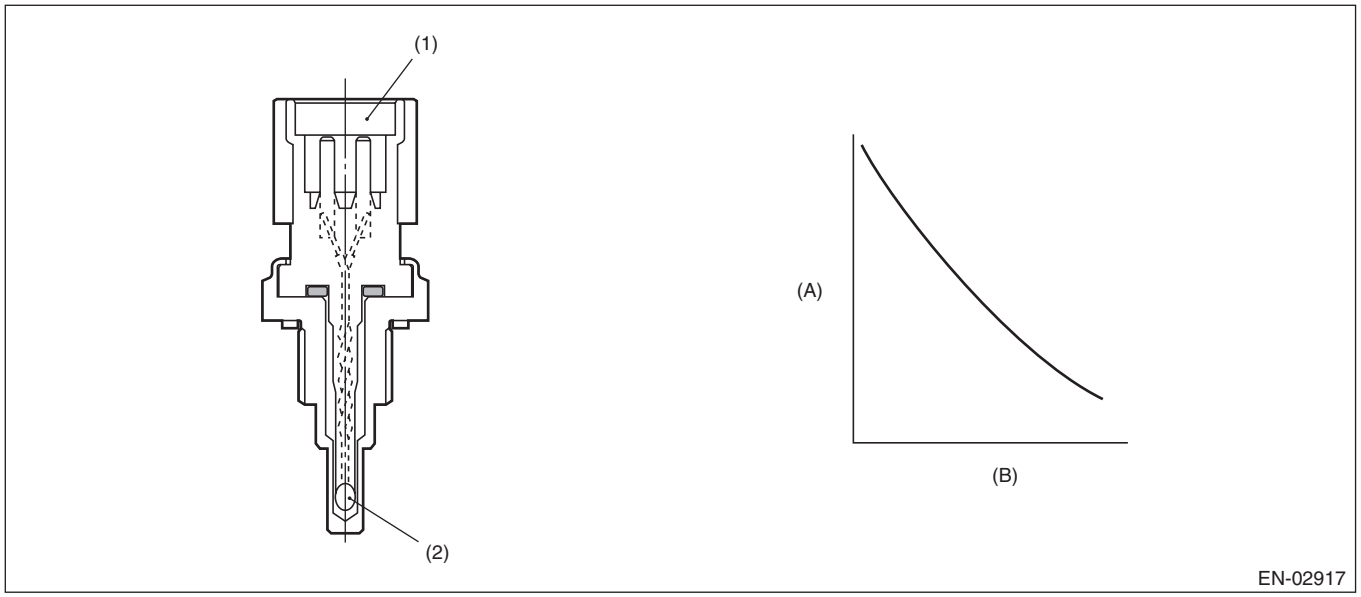
Memorize the freeze frame data. (For test mode $02)

U: DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the engine coolant temperature sensor.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Connector
(2) Thermistor element
(A) Resistance value (kΩ)
(B) Temperature °C (°F)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 0.264738528 V

Time Needed for Diagnosis:500 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 0.264738528 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Engine coolant temperature sensor process: Engine coolant temperature is fixed at 70°C (158°F)
- ISC Feedback: Calculate target engine speed as engine coolant temperature 70°C (158°F).
- ISC learning: Not allowed to learn.
- Air conditioner control: Not allowed to turn the air conditioner to ON.
- Radiator fan control: Both main and sub fan turn to ON.
- Tumble generator valve control: Open the tumble generator valve.

9. ECM OPERATION AT DTC SETTING

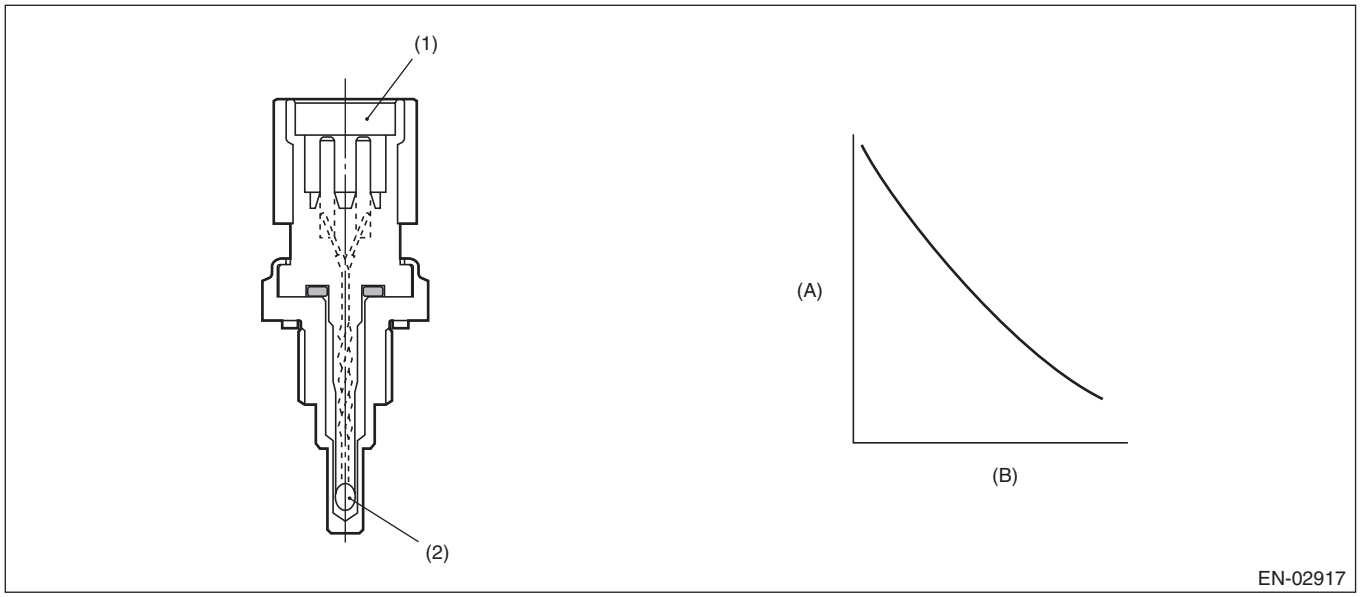
Memorize the freeze frame data. (For test mode $02)

V: DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the engine coolant temperature sensor.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Connector
(2) Thermistor element
(A) Resistance value (kΩ)
(B) Temperature °C (°F)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.716 V

Time Needed for Diagnosis:500 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 4.716 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Engine coolant temperature sensor process: Engine coolant temperature is fixed at 70°C (158°F)
- ISC Feedback: Calculate target engine speed as engine coolant temperature 70°C (158°F).
- ISC learning: Not allowed to learn.
- Air conditioner control: Not allowed to turn the air conditioner to ON.
- Radiator fan control: Both main and sub fan turn to ON.
- Tumble generator valve control: Open the tumble generator valve.

9. ECM OPERATION AT DTC SETTING

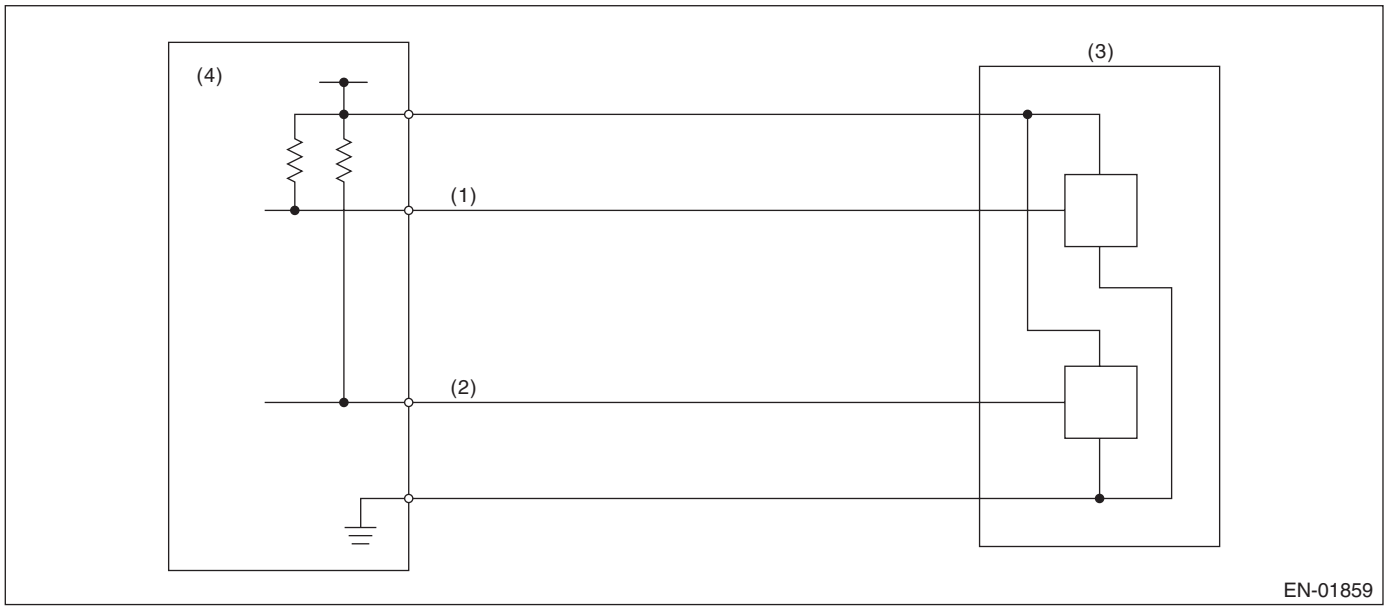
Memorize the freeze frame data. (For test mode $02)

W: DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of throttle position sensor 1.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Throttle position sensor 1 signal
(2) Throttle position sensor 2 signal
(3) Throttle position sensor
(4) Engine control module (ECM)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 6 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	≤ 0.217 V

Time Needed for Diagnosis: 24 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	> 0.217 V

Time Needed for Diagnosis: 24 ms

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

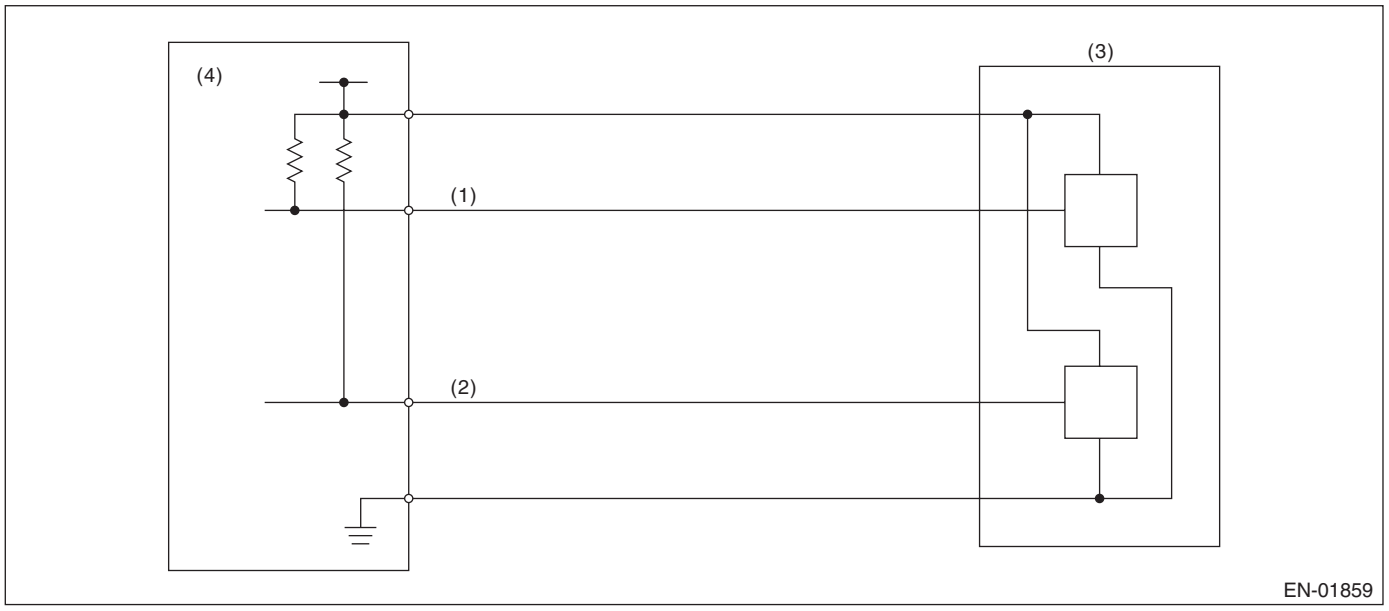
Memorize the freeze frame data. (For test mode $02)

X: DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of throttle position sensor 1.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Throttle position sensor 1 signal
(2) Throttle position sensor 2 signal
(3) Throttle position sensor
(4) Engine control module (ECM)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 6 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	≥ 4.858 V

Time Needed for Diagnosis: 24 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	< 4.858 V

Time Needed for Diagnosis: 24 ms

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

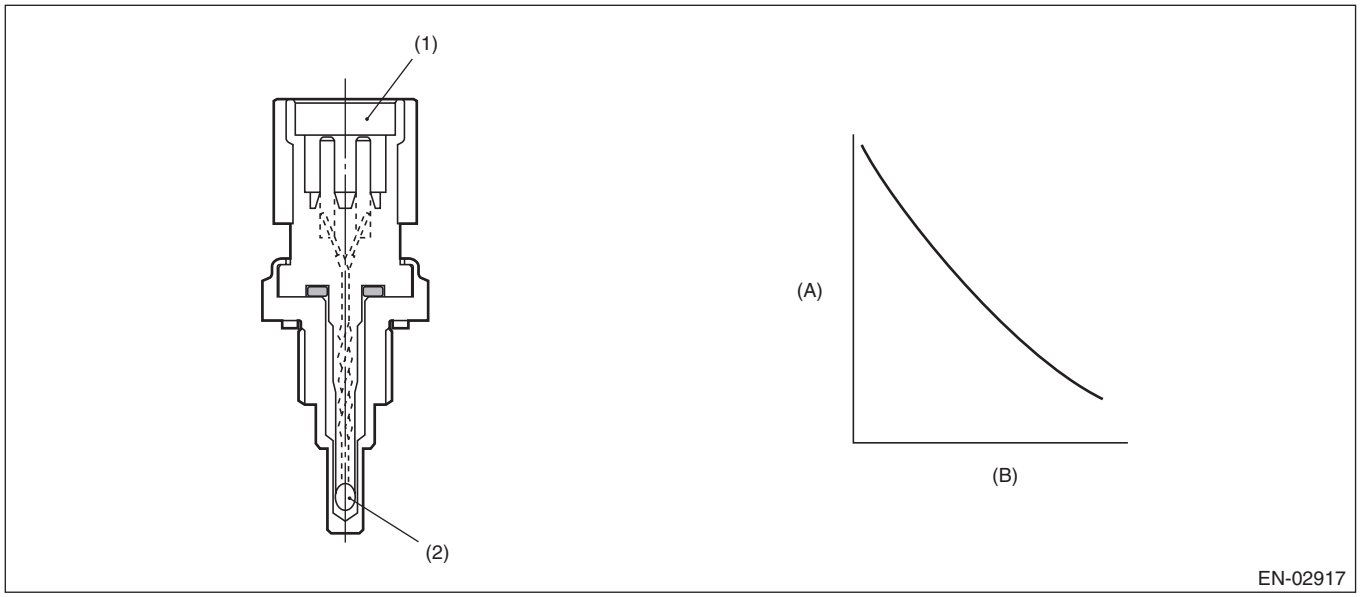
Memorize the freeze frame data. (For test mode $02)

Y: DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of engine coolant temperature output property.
Judge as NG when the engine coolant temperature does not rise in driving conditions where it should.

2. COMPONENT DESCRIPTION



(1) Connector
(2) Thermistor element
(A) Resistance value (kΩ)
(B) Temperature °C (°F)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine speed	≥ Value from Map
Battery voltage	≥ 10.9 V

Map

Engine coolant temperature °C (°F)	–40 (–40)	–30 (–22)	–20 (–4)	–10 (14)	0 (32)	10 (50)	20 (68)	30 (86)
Engine speed rpm	500	500	500	500	500	500	500	500

Engine coolant temperature °C (°F)	40 (104)	50 (122)	60 (140)	70 (158)	80 (176)	90 (194)	100 (212)	110 (230)
Engine speed rpm	500	500	500	500	500	500	500	500

4. GENERAL DRIVING CYCLE

Perform the diagnosis only once after engine start.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge as NG if the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature	< 20 °C (68 °F)
Timer for diagnosis after engine start	≥ Judgment value of timer after engine start

Timer for diagnosis after engine start
a. Timer stop at fuel cut
b. During the driving conditions except a) above, timer counts up as follows.
64 milliseconds + TWCNT milliseconds (the time of at 64 milliseconds)
TWCNT is defined as follows,
TWCNT = 0 at idle switch ON,
TWCNT show on the following table at idle switch OFF.

		Vehicle speed km/h (MPH)							
		0 (0)	8 (5)	16 (9.9)	24 (14.9)	32 (19.9)	40 (24.9)	48 (29.8)	56 (34.8)
Temperature °C (°F)	–20 (–4)	0 ms	32.076 ms	39.977 ms	47.879 ms	82.544 ms	117.209 ms	154.214 ms	185.26 ms
	–10 (14)	0 ms	25.704 ms	33.606 ms	41.508 ms	68.52 ms	95.532 ms	125.667 ms	155.802 ms
	0 (32)	0 ms	17.646 ms	25.548 ms	33.45 ms	53.652 ms	73.855 ms	97.12 ms	120.386 ms
	10 (50)	0 ms	7.901 ms	15.802 ms	23.704 ms	37.941 ms	52.177 ms	68.573 ms	82.538 ms
	20 (68)	0 ms	7.901 ms	15.802 ms	23.704 ms	37.941 ms	52.177 ms	68.573 ms	82.538 ms

Judgment value of timer after engine starting
t = 573669 ms – 33924 ms × Ti
Ti : The lowest coolant temperature after engine start
Time Needed for Diagnosis: Less than 1 second
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature	≥ 20 °C (68 °F)

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Engine coolant temperature sensor process: Engine coolant temperature is fixed at 70°C (158°F)
- ISC Feedback: Calculate target engine speed as engine coolant temperature 70°C (158°F).
- ISC learning: Not allowed to learn.
- Air conditioner control: Not allowed to turn the air conditioner to ON.
- Radiator fan control: Both main and sub fan turn to ON.
- Tumble generator valve control: Open the tumble generator valve.

9. ECM OPERATION AT DTC SETTING

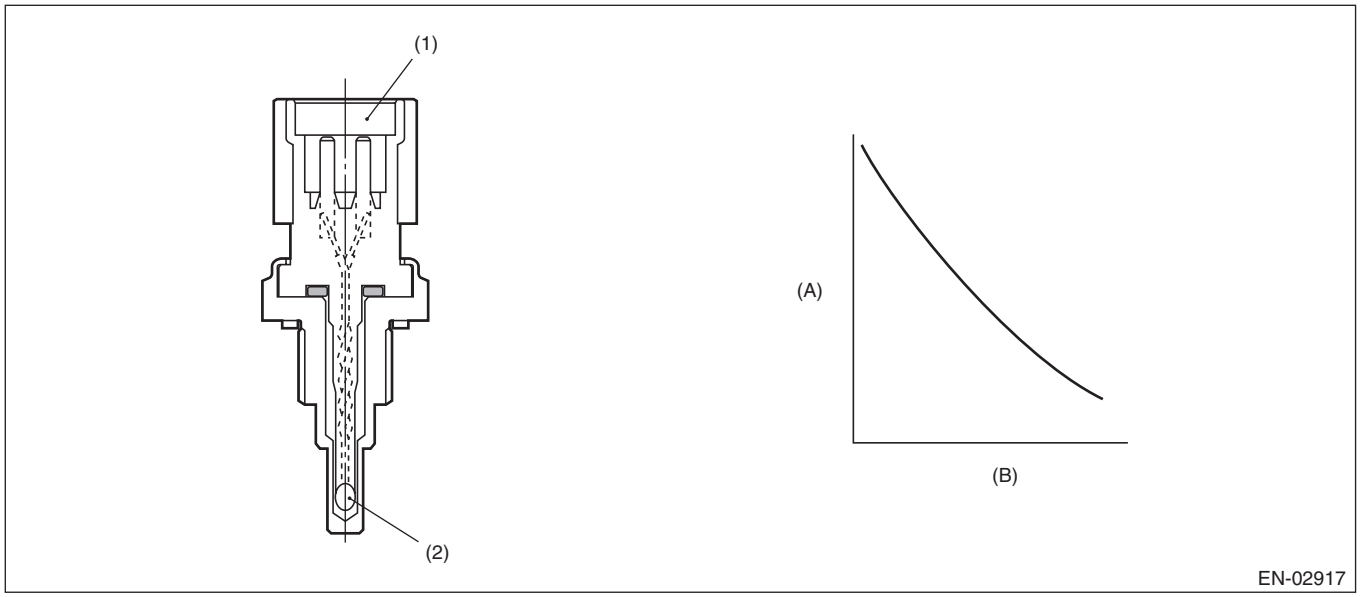
Memorize the freeze frame data. (For test mode $02)

Z: DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of the engine coolant temperature sensor characteristics.
Memorize the engine coolant temperature and fuel temperature at the last engine stop, and use them to judge as NG when the engine coolant temperature does not decrease when it should.

2. COMPONENT DESCRIPTION



(A) Resistance value (kΩ)
(B) Temperature °C (°F)
(1) Connector
(2) Thermistor element

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Refueling from the last engine stop till the current engine start	None
Fuel level	≥ 15 ℓ (3.96 US gal, 3.3 Imp gal)
Engine coolant temperature at the last engine stop	≥ 75 °C (167 °F)

4. GENERAL DRIVING CYCLE

Perform the diagnosis only once after starting the engine.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature at the last engine stop — Minimum engine coolant temperature after the engine start	< 2.5 °C (36.5 °F)
Fuel temperature at the last engine stop — Fuel temperature	≥ 5 °C (41 °F)
Intake air temperature —Fuel temperature	< 2.5 °C (36.5 °F)
Fuel temperature	< 35 °C (95 °F)

Time Needed for Diagnosis: 2500 ms
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature at the last engine stop — Minimum engine coolant temperature after the engine start	≥ 2.5 °C (36.5 °F)

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

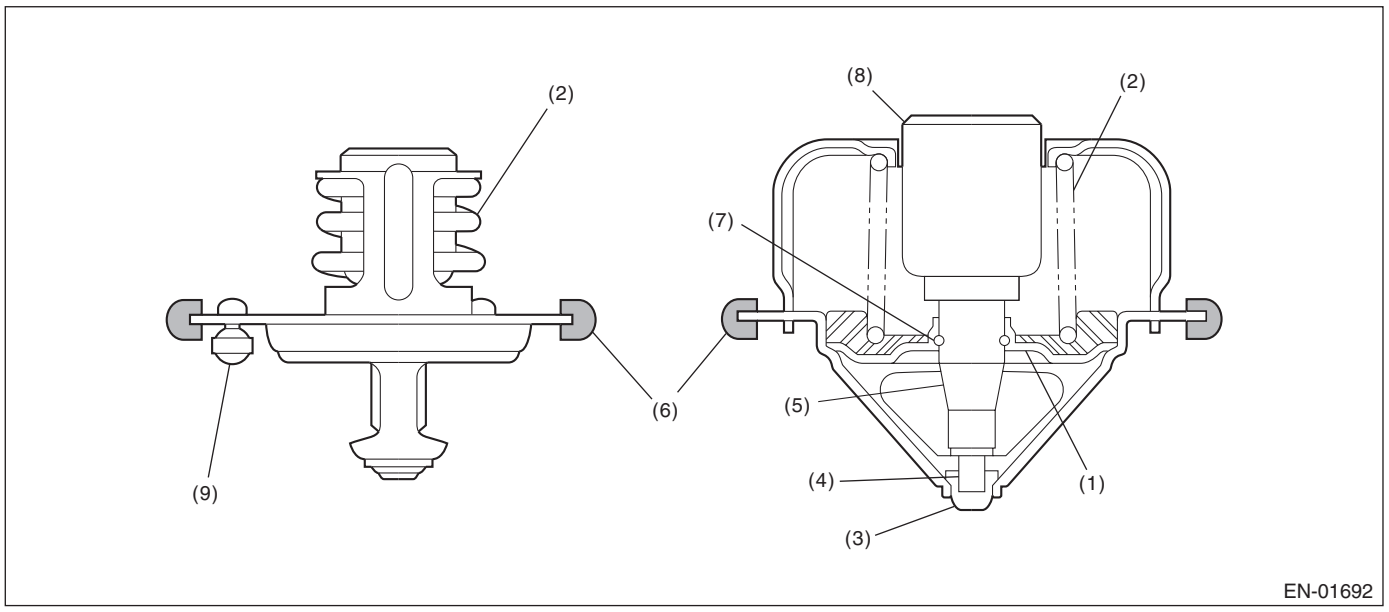
Memorize the freeze frame data. (For test mode $02)

AA:DTC P0128 COOLANT THERMOSTAT (ENGINE COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE)

1. OUTLINE OF DIAGNOSIS

Detect malfunctions of the thermostat function.
Judge as NG when the engine coolant temperature is lower than the estimated engine coolant temperature and the difference between them is large. Judge as OK when the engine coolant temperature becomes to 75°C (167°F), and the difference is small, before judging NG.

2. COMPONENT DESCRIPTION



(1) Valve
(2) Spring
(3) Stopper
(4) Piston
(5) Guide
(6) Rubber seal
(7) Stop ring
(8) Wax element
(9) Jiggle valve

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Estimate ambient temperature	≥ –7 °C (19.4 °F)
Thermostat malfunction diagnosis	Incomplete
Engine coolant temperature at engine starting	< 55 °C (131 °F)
Estimated coolant temperature	≥ 75 °C (167 °F)
Engine coolant temperature	≤ 75 °C (167 °F)
(Estimated – Measured) Engine coolant temperature	> 30 °C (86 °F)
Vehicle speed	≥ 30 km/h (18.6 MPH)

Time Needed for Diagnosis: 64 ms × 3 time × 152 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Estimate ambient temperature	≥ –7 °C (19.4 °F)
Thermostat malfunction diagnosis	Incomplete
Engine coolant temperature at engine starting	< 55 °C (131 °F)
Engine coolant temperature	≥ 75 °C (167 °F)
(Estimated – Measured) Engine coolant temperature	≤ 30 °C (86 °F)

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

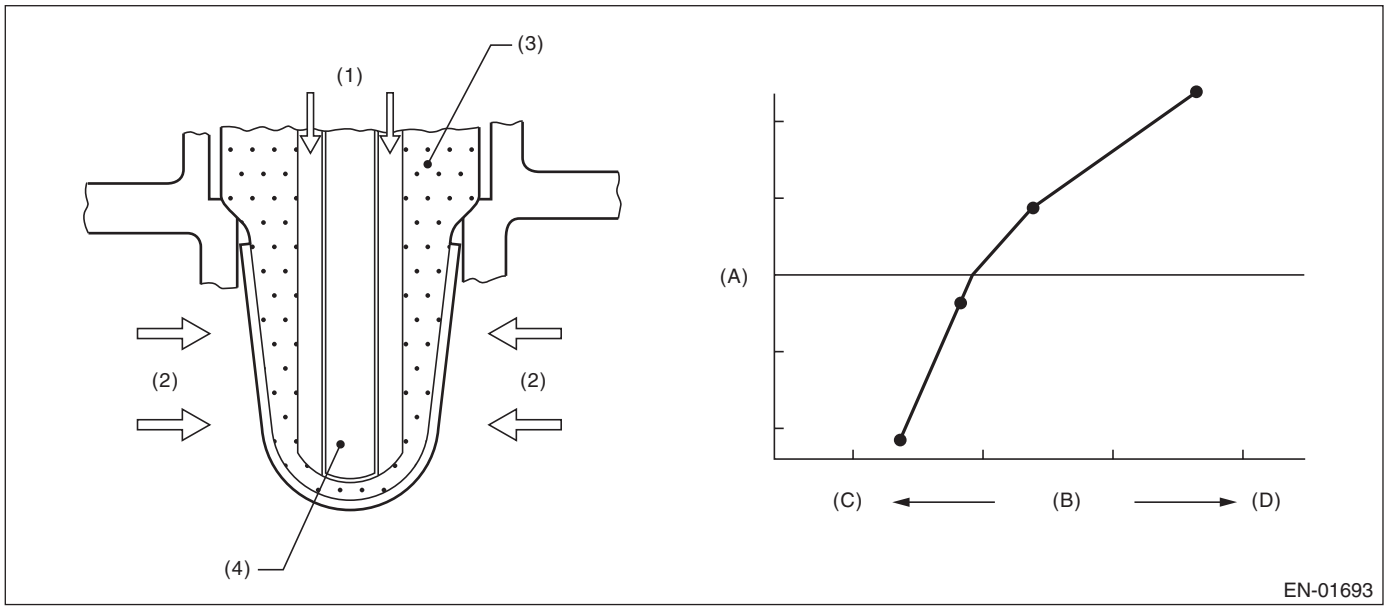
Memorize the freeze frame data. (For test mode $02)

AB:DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of sensor.
Judge as NG, when the element voltage is out of the specified range.

2. COMPONENT DESCRIPTION



(1) Atmosphere
(2) Exhaust gas
(3) ZrO_2
(4) Ceramic heater
(A) Electromotive force
(B) Air fuel ratio
(C) Lean
(D) Rich

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Input voltage (+)	< 1.128 V
or	
Input voltage (–)	< 0.23 V
or	
|Input voltage (+) – Input voltage (–)|	< 0.644 V

Time Needed for Diagnosis:
Input voltage (+): 1000 ms
Input voltage (–): 1000 ms
|Input voltage (+) – Input voltage (–)|: 1000 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Input voltage (+)	≥ 1.128 V
Input voltage (–)	≥ 0.23 V
|Input voltage (+) – Input voltage (–)|	≥ 0.644 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to turn on heater.
- A/F main learning: Not allowed to calculate the A/F main learning compensation factor.
- A/F sub learning: Not allowed to calculate the A/F sub learning compensation factor.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

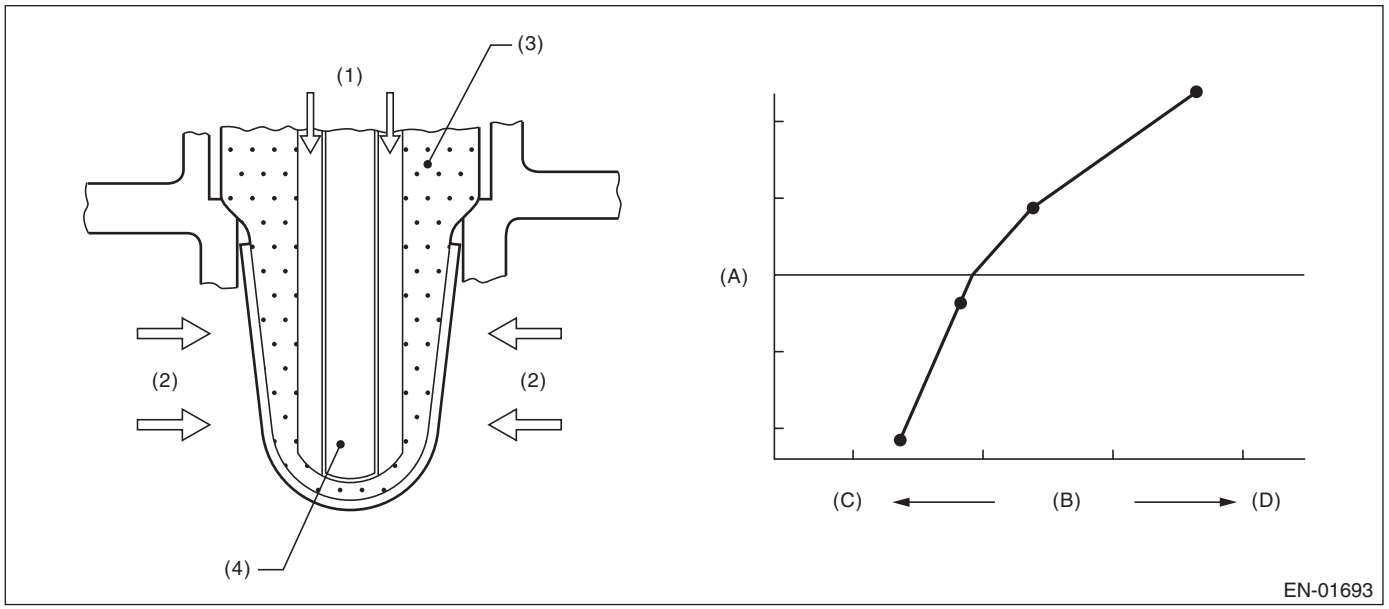
- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

AC:DTC P0132 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of sensor.
Judge as NG, when the element voltage is out of the specified range.

2. COMPONENT DESCRIPTION



(1) Atmosphere
(2) Exhaust gas
(3) ZrO_2
(4) Ceramic heater
(A) Electromotive force
(B) Air fuel ratio
(C) Lean
(D) Rich

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Input voltage (+)	> 3.589 V
or	
Input voltage (–)	> 3.541 V

Time Needed for Diagnosis:
Input voltage (+): 1000 ms
Input voltage (–): 1000 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Input voltage (+)	≤ 3.589 V
Input voltage (–)	≤ 3.541 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to turn on heater.
- A/F main learning: Not allowed to calculate the A/F main learning compensation factor.
- A/F sub learning: Not allowed to calculate the A/F sub learning compensation factor.
- Purge control: Not allowed to purge.

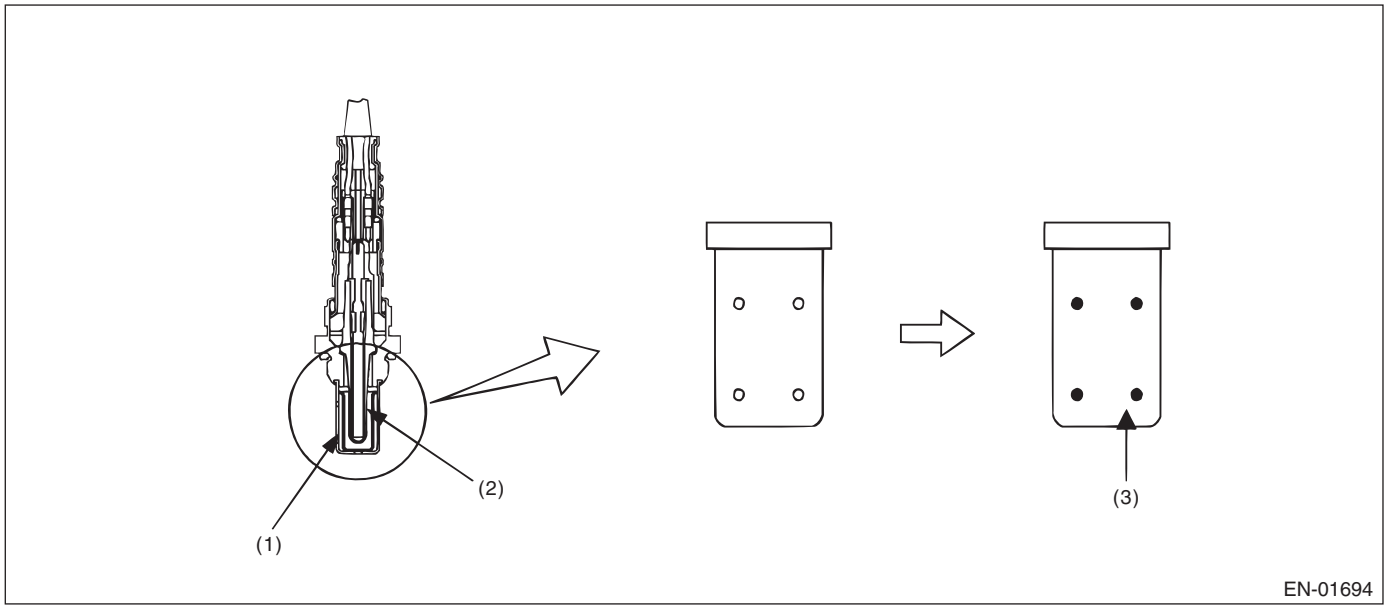
9. ECM OPERATION AT DTC SETTING

- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

AD:DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1)

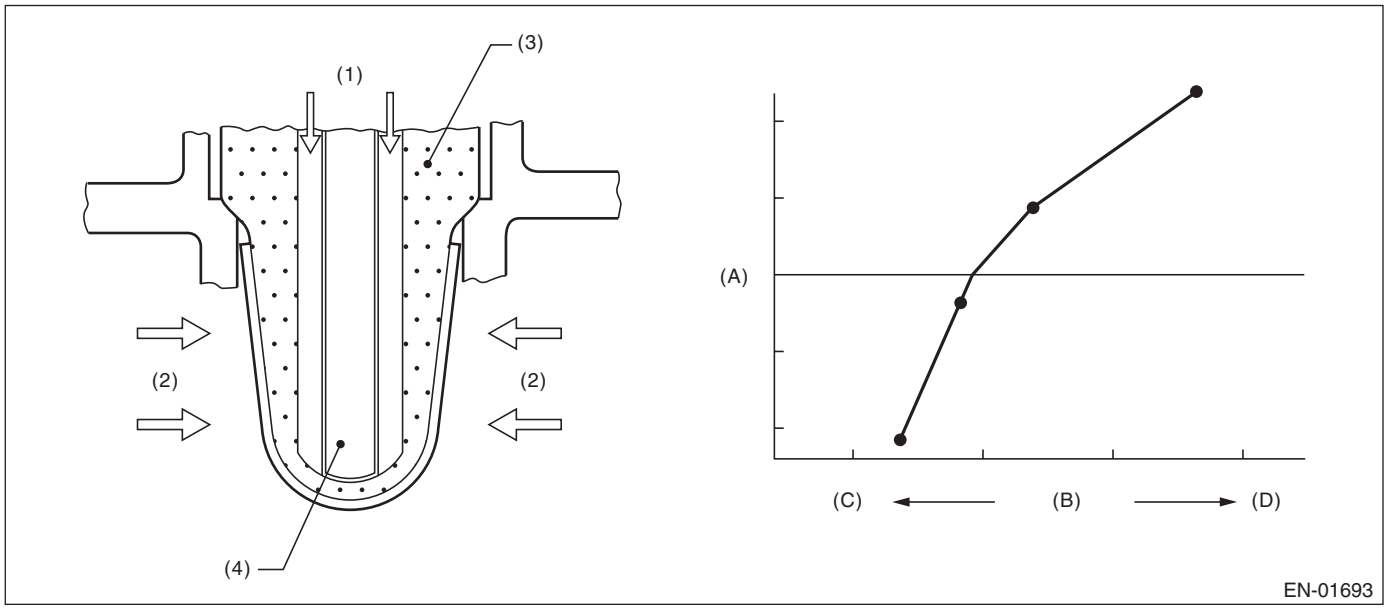
1. OUTLINE OF DIAGNOSIS

Detect the slow response of front oxygen (A/F) sensor.
Front oxygen (A/F) sensor cover has some ventilation holes for exhaust gas. Clogged ventilation holes are diagnosed.
When the holes are clogged, the A/F output variation becomes slow comparing with the actual A/F variation because oxygen which reaches the zirconia layer is insufficient. Therefore, if the sensor cover holes are clogged, the rich to lean judgment in the ECM is delayed when the actual change from rich to lean occurs.
Judge as NG when the actual movement in comparison to the ECM control amount is slow.



(1) Cover (2) Zirconia (3) Clogging

2. COMPONENT DESCRIPTION



(1) Atmosphere
(2) Exhaust gas
(3) ZrO_2
(4) Ceramic heater
(A) Electromotive force
(B) Air fuel ratio
(C) Lean
(D) Rich

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Time needed for all secondary parameters to be in enable conditions	≥ 1024 ms
Battery voltage	≥ 10.9 V
Barometric pressure	> 75 kPa (563 mmHg, 22.2 inHg)
Closed loop control with main feedback	Operation
Front oxygen (A/F) sensor impedance	0 Ω — 50 Ω
Elapsed time after starting the engine	≥ 120000 ms
Engine coolant temperature	≥ 75 °C (167 °F)
Engine speed	1000 rpm — 3200 rpm
Vehicle speed	10 km/h — 120 km/h (6.2 MPH — 74.6 MPH)
Amount of intake air	10 g/s — 40 g/s (0.35 oz/s — 1.41 oz/s)
Engine load	< 0.02 g/rev (0 oz/rev)
Learning value of EVAP conc. during purge	< 0.2
Total time of operating canister purge	≥ 19.9 s

4. GENERAL DRIVING CYCLE

Perform diagnosis only once at a constant speed of 10 km/h — 120 km/h (6.2 MPH — 74.6 MPH) 120000 ms or more after starting the engine.

5. DIAGNOSTIC METHOD

Calculate faf difference and the λ value difference every 32 ms × 4 . Calculate the diagnosis value after calculating 1640 time.

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
parafca = td2faf/td2lmd where, td2faf (N) = td2faf (n–1) + |d2faf (n)| td2lmd (N) = td2lmd (n–1) + |d2lmd (n)| add up to 32 ms × 4 × 1640 time. d2faf (n) = (faf (n) – faf (n–1)) – (faf (n–1) – faf (n–2)) d2lmd (n) = (lmd (n) – lmd (n–1)) – (lmd (n–1) – lmd (n–2)) faf = main feedback compensation coefficient every 128 milliseconds lmd = output lambda every 128 milliseconds	> 0.4

Time Needed for Diagnosis: 32 ms × 4 × 1640 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
parafca = td2faf/td2lmd where, td2faf (N) = td2faf (n–1) + |d2faf (n)| td2lmd (N) = td2lmd (n–1) + |d2lmd (n)| add up to 32 ms × 4 × 1640 time. d2faf (n) = (faf (n) – faf (n–1)) – (faf (n–1) – faf (n–2)) d2lmd (n) = (lmd (n) – lmd (n–1)) – (lmd (n–1) – lmd (n–2)) faf = main feedback compensation coefficient every 128 milliseconds lmd = output lambda every 128 milliseconds	≤ 0.4

Time Needed for Diagnosis: 32 ms × 4 × 1640 time

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning compensation: Not allowed to calculate.
- A/F sensor sub learning compensation: Not allowed to calculate.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

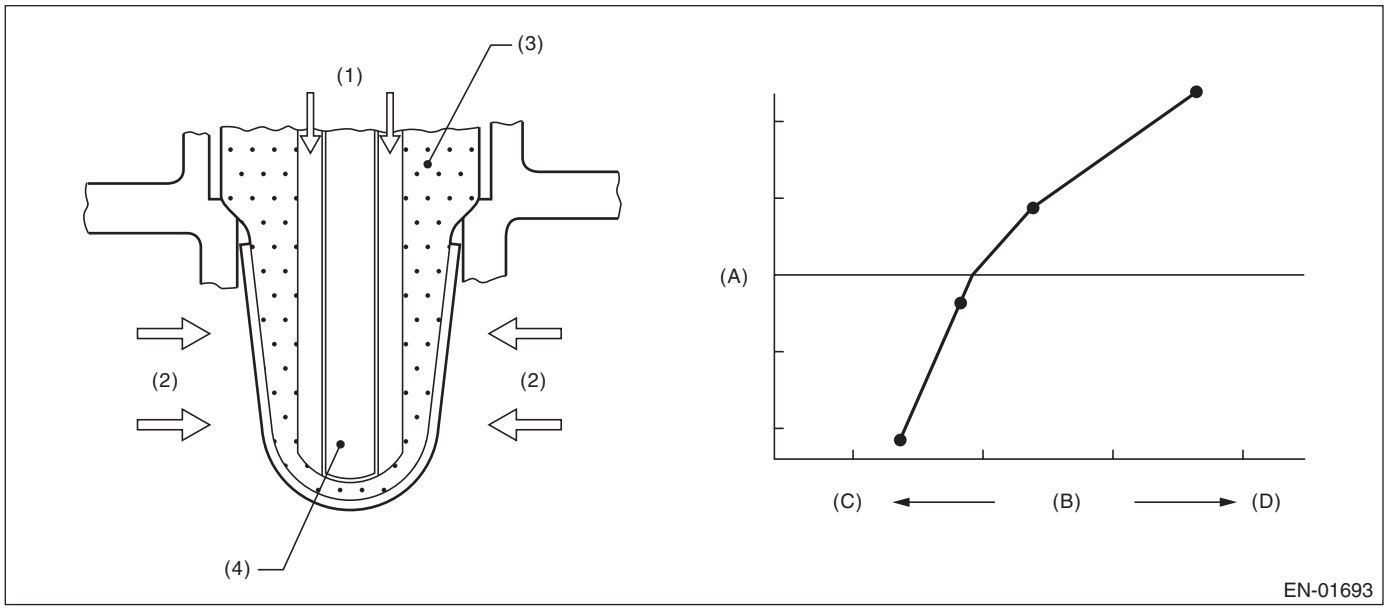
- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

AE:DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect open circuits of the sensor.
Judge as NG when the impedance of the element is large.

2. COMPONENT DESCRIPTION



(1) Atmosphere
(2) Exhaust gas
(3) ZrO_2
(4) Ceramic heater
(A) Electromotive force
(B) Air fuel ratio
(C) Lean
(D) Rich

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Time of heater control duty at 70 % or more	≥ 36000 ms
Front oxygen (A/F) sensor impedance.	> 500 Ω

Time Needed for Diagnosis:5000 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Front oxygen (A/F) sensor impedance.	≤ 500 Ω

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to turn on heater.
- A/F main learning: Not allowed to calculate the A/F main learning compensation factor.
- A/F sub learning: Not allowed to calculate the A/F sub learning compensation factor.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

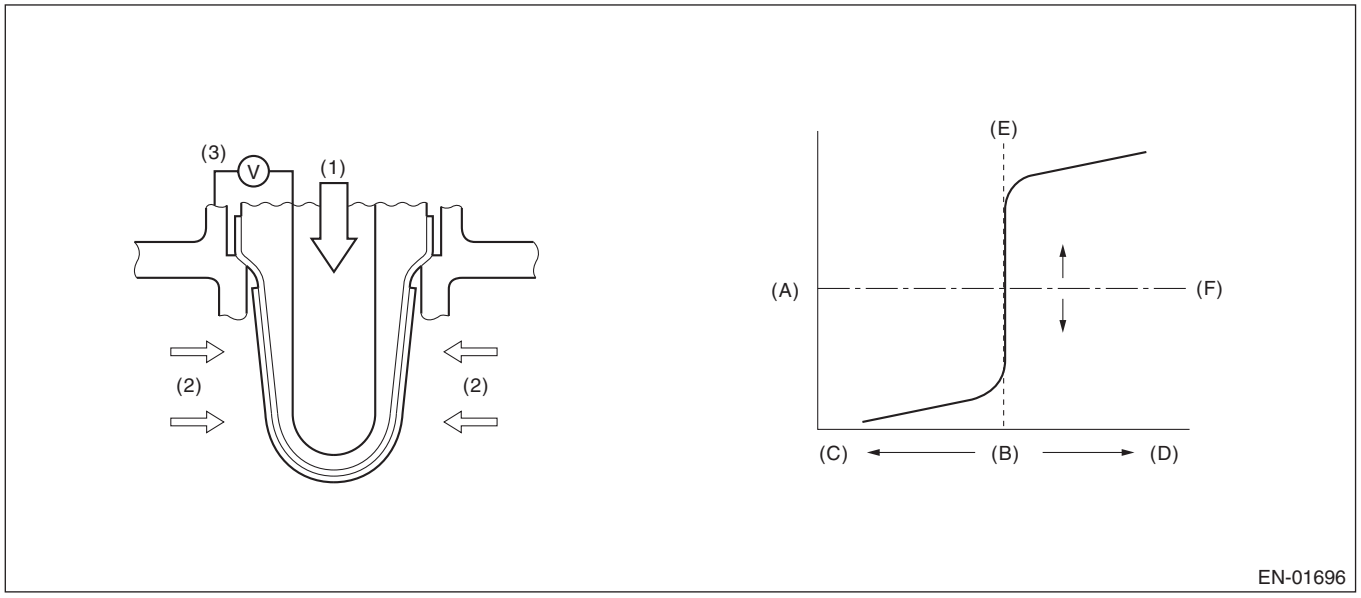
Memorize the freeze frame data. (For test mode $02)

AF:DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2)

1. OUTLINE OF DIAGNOSIS

Detect continuity NG of the oxygen sensor. If the oxygen sensor voltage reading is not within the probable range considering the operating conditions, judge as NG.

2. COMPONENT DESCRIPTION



(A) Electromotive force
(B) Air fuel ratio
(C) Rich
(D) Lean
(E) Theoretical air fuel ratio
(F) Comparative voltage

(1) Atmosphere
(2) Exhaust gas
(3) Electromotive force

3. ENABLE CONDITION

Used for abnormality judgment

Secondary Parameters	Enable Conditions
High	
Secondary air system	Not in operation
Closed loop control at the oxygen sensor	In operation
Misfire detection every 200 rotations	< 5 time
Front oxygen (A/F) sensor compensation coefficient	Not in limit value
Battery voltage	≥ 10.9 V
Engine coolant temperature	≥ 75 °C (167 °F)
Low (1)	
Secondary air system	Not in operation
Closed loop control at the oxygen sensor	In operation
Misfire detection every 200 rotations	< 5 time
Front oxygen (A/F) sensor compensation coefficient	Not in limit value
Battery voltage	≥ 10.9 V
Engine coolant temperature	≥ 75 °C (167 °F)
Amount of intake air	≥ 10 g/s (0.35 oz/s)
Low (2)	
Secondary air system	Not in operation
Closed loop control at the oxygen sensor	In operation
Misfire detection every 200 rotations	< 5 time
Front oxygen (A/F) sensor compensation coefficient	Not in limit value
Battery voltage	≥ 10.9 V
Engine coolant temperature	≥ 75 °C (167 °F)
Amount of intake air	< 10 g/s (0.35 oz/s)
Current continuation time of the rear oxygen sensor heater	≥ 30000 ms
Low (3)	
Secondary air system	Not in operation
Closed loop control at the oxygen sensor	In operation
Misfire detection every 200 rotations	< 5 time
Front oxygen (A/F) sensor compensation coefficient	Not in limit value
Battery voltage	≥ 10.9 V
Engine coolant temperature	≥ 75 °C (167 °F)
Amount of intake air	< 10 g/s (0.35 oz/s)
Current continuation time of the rear oxygen sensor heater	≥ 30000 ms
Fuel cut	Experienced

Used for normality judgment

Secondary Parameters	Enable Conditions
Secondary air system	Not in operation
Closed loop control at the oxygen sensor	In operation
Misfire detection every 200 rotations	< 5 time
Front oxygen (A/F) sensor compensation coefficient	Not in limit value
Battery voltage	≥ 10.9 V
Engine coolant temperature	≥ 75 °C (167 °F)

4. GENERAL DRIVING CYCLE

After starting the engine, continuously perform the diagnosis with the same engine condition.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
High Sensor output voltage	> 1.2 V	P0138
Low Sensor output voltage	<0.03 V	P0137

Time Needed for Diagnosis:

High: 2500 ms
Low (1): 20000 ms
Low (2): 40000 ms
Low (3): Value from Map

Map

Fuel Cut Time (millisecond)	0	2000	10000
Time needed for diagnosis (millisecond)	40000	40000	60000

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
High Sensor output voltage	≤ 1.2 V	P0138
Low Sensor output voltage	≥ 0.03 V	P0137

Time Needed for Diagnosis:

High: Less than 1 second
Low (1): Less than 1 second
Low (2): Less than 1 second
Low (3): Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Sub feedback control: Not allowed

9. ECM OPERATION AT DTC SETTING

- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

AG:DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2)

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P0137. <Ref. to GD(H4SO U5)-67, DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

AH:DTC P0139 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2)

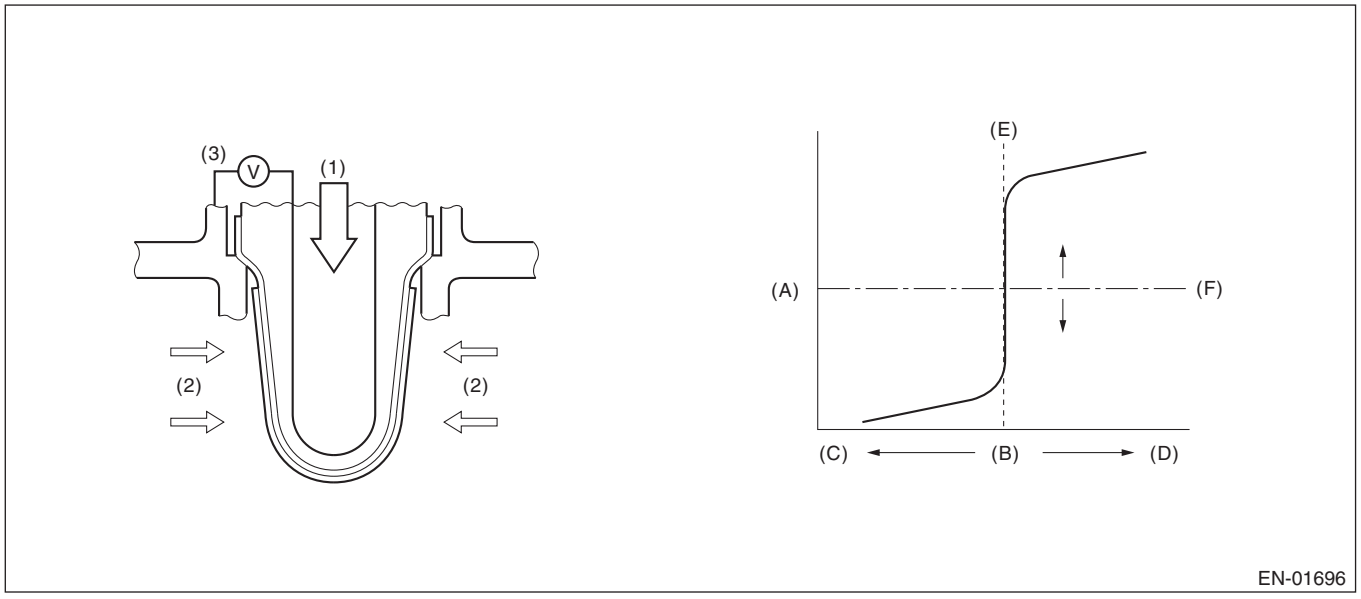
1. OUTLINE OF DIAGNOSIS

Detect the slow response of the oxygen sensor.
Judge as NG if either the rich to lean response diagnosis or lean to rich response diagnosis is NG, and Judge as OK if both are OK.
[Rich → lean diagnosis response]
1. Measure the response time for oxygen sensor output changes when the A/F ratio changes to rich to lean. If the measured response time is larger than the threshold value, it is NG. If it is smaller, it is OK.
2. Judge as NG when the oxygen sensor voltage is large (rich) when recovering from a deceleration fuel cut.
[Lean → rich diagnosis response]
1. Measure the response time for oxygen sensor output changes when the A/F ratio changes to lean to rich. If the measured response time is larger than the threshold value, it is NG.
2. Judge as NG when the oxygen sensor voltage remains small when recovering from a deceleration fuel cut.

DIAGNOSTIC METHOD

Measure the response time of the output change of the oxygen sensor when the A/F ratio changes to rich to lean. And Judge as NG when the measured response time is larger than the threshold value.

2. COMPONENT DESCRIPTION



(1) Atmosphere
(2) Exhaust gas
(3) Electromotive force
(A) Electromotive force
(B) Air fuel ratio
(C) Rich
(D) Lean
(E) Theoretical air fuel ratio
(F) Comparative voltage

3. ENABLE CONDITION

Rich → lean diagnosis response

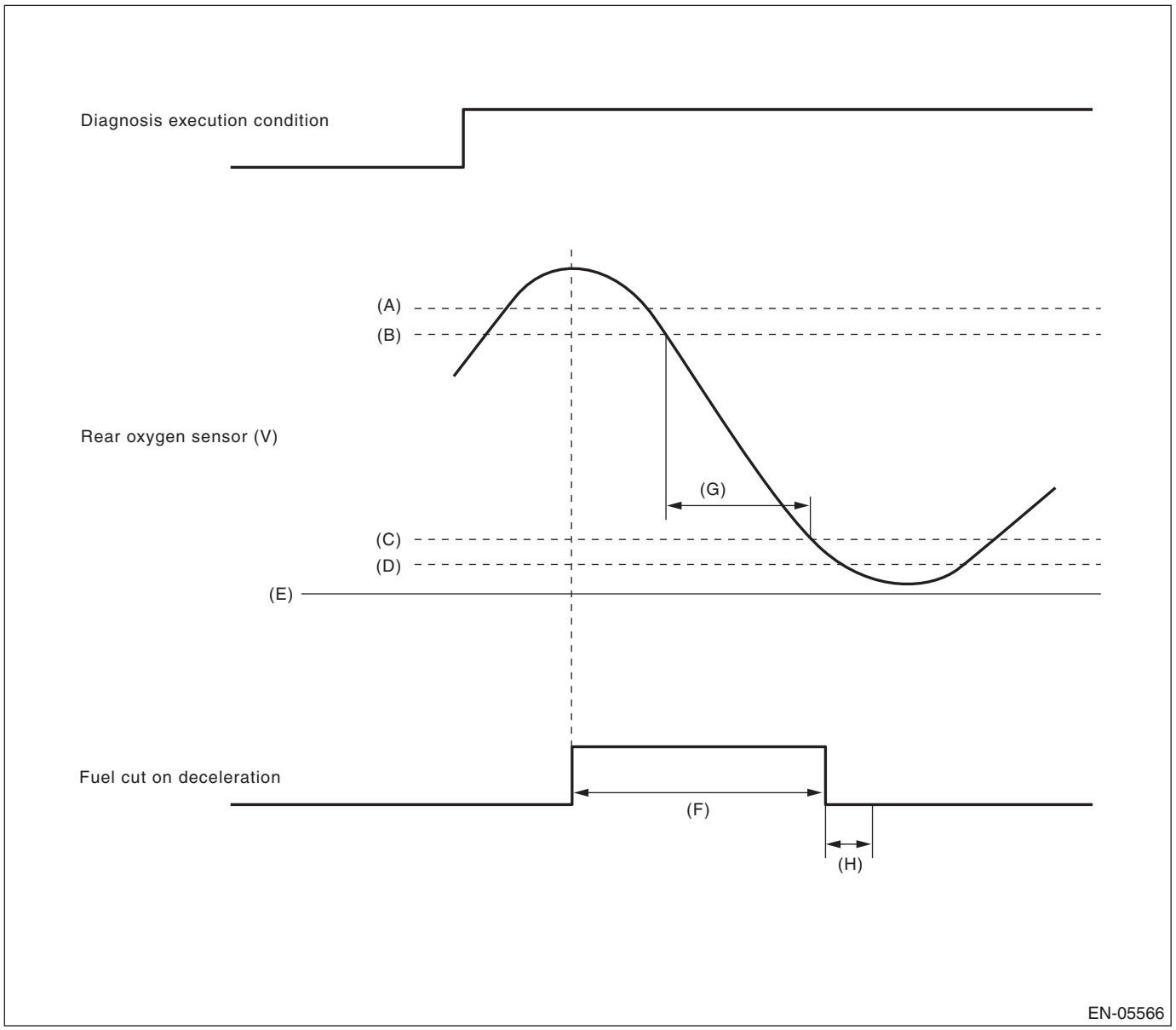
Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
A/F main feedback control condition	Completed
Deceleration fuel cut time is 6000 ms or more.	Experienced
After fuel cut	≥ 2000 ms
Current calculation time of the rear oxygen sensor heater	≥ 60000 ms
Current continuation time of the rear oxygen sensor heater	≥ 30000 ms
Estimated catalyst temperature	≥ 480 °C (896 °F)
Number of deceleration fuel cut	≥ 1 time

4. GENERAL DRIVING CYCLE

Perform the diagnosis only once when deceleration fuel cut occurs after rapid acceleration. (Pay attention to the oxygen sensor voltage for the timing of the deceleration.)

5. DIAGNOSTIC METHOD

When the oxygen sensor output voltage changes from 0.55 V (rich) to 0.15 V (lean), calculate the minimum response time for output change between 0.5 V and 0.2 V for the judgment criteria.



(A) 0.55 V
(B) 0.5 V
(C) 0.2 V
(D) 0.15 V
(E) 0 V
(F) More than 6000 ms
(G) Measure the response time.
(H) Execute the malfunction judgment in 2000 ms from the recovery of fuel cut on deceleration.

• **Abnormality Judgment**

1) Judge as NG when the judgment value is larger than the threshold value after deceleration fuel cut.
Response time (diagnosis value) > threshold value → abnormal

NOTE:
Variation time of rear oxygen sensor output voltage is short during fuel cut in deceleration. NG judgment should be performed after deceleration fuel cut. Even without deceleration fuel cut, judge as OK if the value is below the threshold.
When the deceleration fuel cut time is 6000 ms or more, judge as NG if the following criteria are met 2000 ms after recovering from the deceleration fuel cut.
2) Judge as NG when the oxygen sensor voltage at recovery from a deceleration fuel cut, is large.
If the fuel cut time in a deceleration fuel cut is long (6000 ms or more), and even after recovering from a deceleration fuel cut, the oxygen sensor voltage is high (0.55 V or more), judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Shortest time change from rich (0.5 V O_2 output) to lean (0.2 V) when voltage reduces from 0.55 V to 0.15 V	> 491 ms
or	
Longest time over 0.55 V	≥ 2000 ms

Time Needed for Diagnosis:1 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• **Normality Judgment**

1) Regardless of a deceleration fuel cut, if the response time (diagnosis value) when the oxygen sensor voltage has changed from rich to lean is shorter than the threshold value (judgment value), judge as a normal condition.
Response time (diagnosis value) ≤ threshold value → normal
2) Do not judge as a normal condition.
Judge as OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Shortest time change from rich (0.5 V O_2 output) to lean (0.2 V) when voltage reduces from 0.55 V to 0.15 V	≤ 491 ms

Time Needed for Diagnosis:1 time

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Sub feedback control: Not allowed

9. ECM OPERATION AT DTC SETTING

- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

10.ENABLE CONDITION

Lean → rich response diagnosis

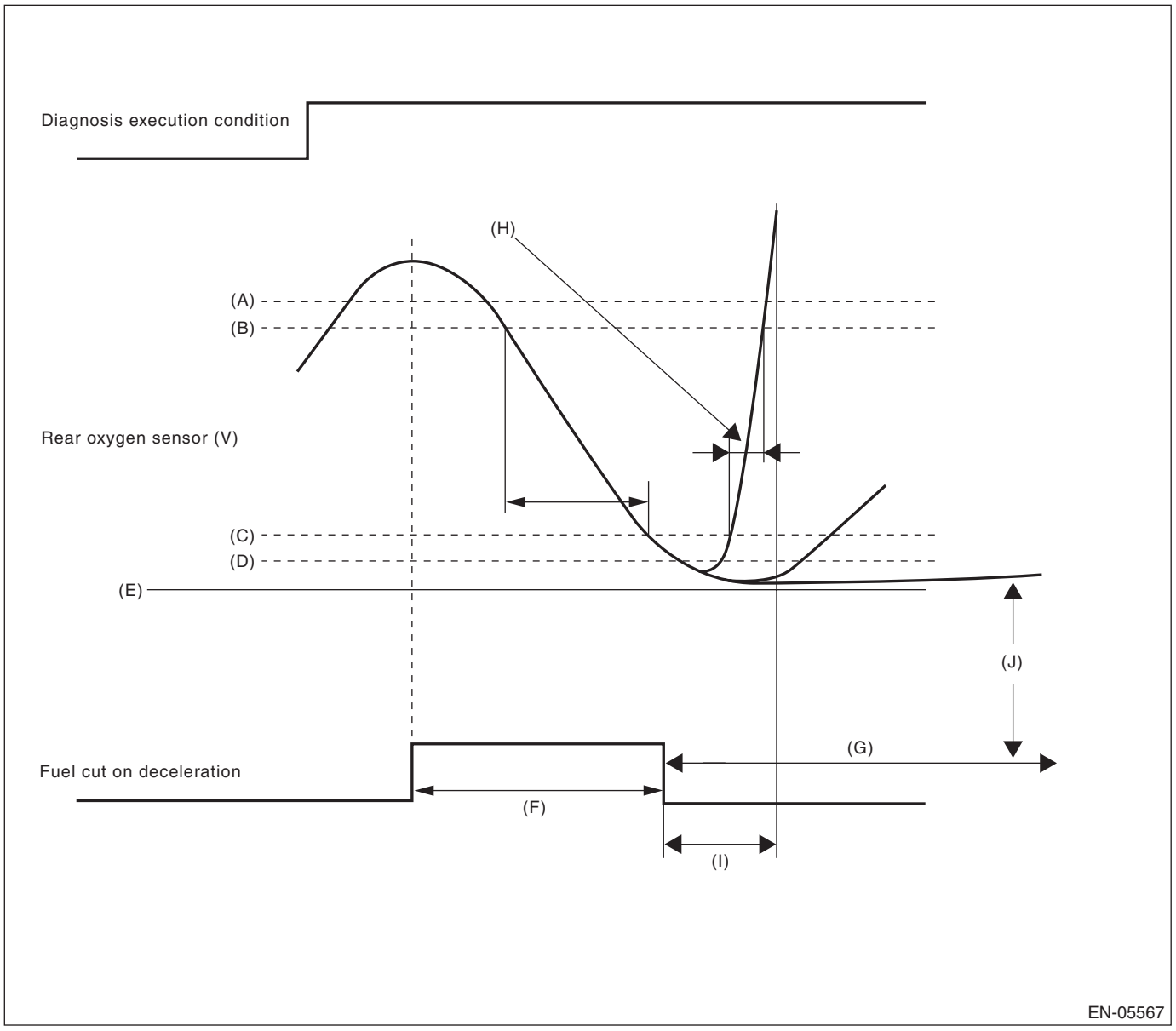
Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
A/F main feedback control condition	Completed
Deceleration fuel cut time is 6000 ms or more.	Experienced
After fuel cut	≥ 2000 ms
Current calculation time of the rear oxygen sensor heater	≥ 60000 ms
Current continuation time of the rear oxygen sensor heater	≥ 30000 ms
Estimated catalyst temperature	≥ 450 °C (842 °F)
Number of deceleration fuel cut	≥ 1 time

11.GENERAL DRIVING CYCLE

Perform the diagnosis only once when deceleration fuel cut occurs after rapid acceleration. (Pay attention to the oxygen sensor voltage for the timing of the deceleration.)

12.DIAGNOSTIC METHOD

When the oxygen sensor output voltage changes from 0.25 V (lean) to 0.55 V (rich), calculate the minimum response time for output change between 0.3 V and 0.5 V for the judgment criteria.



(A) 0.55 V
(B) 0.5 V
(C) 0.3 V
(D) 0.25 V
(E) 0 V
(F) More than 5 seconds
(G) More than 120000 ms
(H) Measure the response time (diagnostic value).
(I) Execute the malfunction judgment in 2000 ms from the recovery of fuel cut on deceleration.
(J) Judge NG when the voltage of rear oxygen sensor is 0.25 V or less for 120000 ms or more after recovery of fuel cut on deceleration.

- **Abnormality Judgment**

1) Judge as NG when the judgment value is larger than the threshold value after deceleration fuel cut.
Response time (diagnosis value) > threshold value → abnormal
2) If the oxygen sensor voltage is small after recovering from a deceleration fuel cut, and remains small, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Shortest time change from lean (0.3 V O_2 output) to rich (0.5 V) when voltage changes from 0.25 V to 0.55 V	> 2000 ms
or	
Longest time under 0.25 V	≥ 120000 ms

Time Needed for Diagnosis:1 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

- **Normality Judgment**

1) Regardless of a deceleration fuel cut, if the response time (diagnosis value) when the oxygen sensor voltage has changed from rich to lean is shorter than the threshold value (judgment value), judge as a normal condition.
Response time (diagnosis value) ≤ threshold value → normal
2) Do not judge as a normal condition.
Judge as OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Shortest time change from lean (0.3 V O_2 output) to rich (0.5 V) when voltage changes from 0.25 V to 0.55 V	≤ 2000 ms

Time Needed for Diagnosis:1 time

13.DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

14.MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

15.FAIL SAFE

Sub feedback control: Not allowed

16.ECM OPERATION AT DTC SETTING

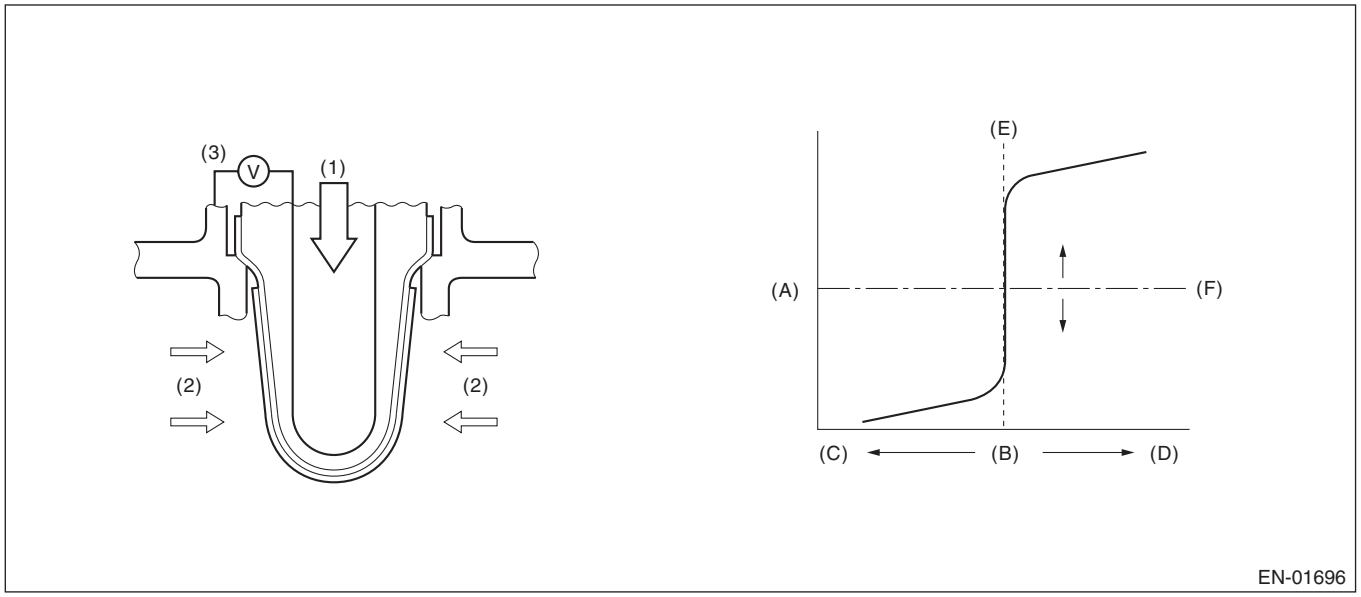
- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

AI: DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 2)

1. OUTLINE OF DIAGNOSIS

Detect the rear oxygen sensor open or short circuit. Judge as NG when the rear oxygen sensor voltage can be determined to be abnormal considering conditions such as intake air amount, engine coolant temperature, main feedback control and deceleration fuel cut.

2. COMPONENT DESCRIPTION



(A) Electromotive force
(B) Air fuel ratio
(C) Rich
(D) Lean
(E) Theoretical air fuel ratio
(F) Comparative voltage

(1) Atmosphere
(2) Exhaust gas
(3) Electromotive force

3. ENABLE CONDITION (USED ONLY FOR MALFUNCTION JUDGMENT)

Secondary Parameters	Enable Conditions
Closed loop control at the rear oxygen sensor	In operation
Target output voltage of rear oxygen sensor	≥ 0.55 V + 0.05 V
Amount of intake air	≥ 10 g/s (0.35 oz/s)
Engine coolant temperature	≥ 75 °C (167 °F)
Misfire detection every 200 rotations	< 5 time
Front oxygen (A/F) sensor compensation coefficient	Not in limit value
Battery voltage	≥ 10.9 V
Deceleration fuel cut of 6000 ms or more.	Experienced

4. GENERAL DRIVING CYCLE

Perform the diagnosis once after starting the engine.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Minimum output voltage	> 0.15 V
or	
Maximum output voltage	< 0.55 V

Time Needed for Diagnosis:200000 ms
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Diagnosis of the rear oxygen sensor voltage low side	Incomplete
Minimum output voltage	≤ 0.15 V
Maximum output voltage	≥ 0.55 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Sub feedback control: Not allowed

9. ECM OPERATION AT DTC SETTING

- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

AJ:DTC P0171 SYSTEM TOO LEAN (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect fuel system malfunction by the amount of main feedback control.

DIAGNOSTIC METHOD

Fuel system is diagnosed by comparing the target air fuel ratio calculated by ECM with the actual air fuel ratio measured by sensor.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
A/F main learning system	In operation
Engine coolant temperature	≥ 75 °C (167 °F)
Engine load change	< 0.02 g/rev (0 oz/rev)
Engine load	≥ Value of Map 1

Map1

Engine speed (rpm)	Idling	650	1000	1500	2000	2500	3000	3500	4000	4500
Measured value (g(oz)/rev)	na	0.208 (0.01)	0.201 (0.01)	0.185 (0.01)	0.183 (0.01)	0.193 (0.01)	0.206 (0.01)	0.206 (0.01)	0.225 (0.01)	0.245 (0.01)

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at idling or at a constant speed after warming up the engine.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Compare the diagnosed value (fsobd) with the threshold value, and if a condition meeting the malfunction criteria below continues for 10 s × 5 time or more, judge that there is a fault in the fuel system.

Judgment Value

Malfunction Criteria	Threshold Value
fsobd = (sglmd – tglmda) + faf + flaf In this case: sglmd = measured lambda tglmda = target lambda faf = main feedback compensation coefficient every 64 milliseconds flaf = main feedback learning compensation coefficient	≥ Value of Map 2

Map2

Amount of air (g (oz)/s)	0 (0)	3.2 (0.11)	6.4 (0.23)	9.6 (0.34)	12.8 (0.45)	16 (0.56)	19.2 (0.68)
fsobdL1 (%)	1.4	1.4	1.332	1.25	1.25	1.25	1.25

Time Needed for Diagnosis:10 s × 5 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
fsobd = (sglmd – tglmda) + faf + flaf	< 1.2

Time Needed for Diagnosis:10 s

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When similar driving conditions are repeated 3 times and the result is OK.
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

AK:DTC P0172 SYSTEM TOO RICH (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect fuel system malfunction by the amount of main feedback control.

DIAGNOSTIC METHOD

Fuel system is diagnosed by comparing the target air fuel ratio calculated by ECM with the actual air fuel ratio measured by sensor.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
A/F main learning system	In operation
Engine coolant temperature	≥ 75 °C (167 °F)
Engine load change	≤ 0.02 g/rev (0 oz/rev)
Learning value of EVAP conc.	< 0.15
Cumulative time of canister purge after engine start	≥ 20 s
Continuous period after canister purge starting	≥ 29884 ms
Engine load	≥ Value of Map 1

Map1

Engine speed (rpm)	Idling	650	1000	1500	2000	2500	3000	3500	4000	4500
Measured value (g(oz)/rev)	na	0.208 (0.01)	0.201 (0.01)	0.185 (0.01)	0.183 (0.01)	0.193 (0.01)	0.206 (0.01)	0.206 (0.01)	0.225 (0.01)	0.245 (0.01)

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at idling or at a constant speed after warming up the engine.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Compare the diagnosed value (fsobd) with the threshold value, and if a condition meeting the malfunction criteria below continues for 10 s × 5 time or more, judge that there is a fault in the fuel system.

Judgment Value

Malfunction Criteria	Threshold Value
fsobd = (sglmd – tglmda) + faf + flaf In this case: sglmd = measured lambda tglmda = target lambda faf = main feedback compensation coefficient every 64 milliseconds flaf = main feedback learning compensation coefficient	< Value of Map 2

Map2

Amount of air (g (oz)/s)	0 (0)	3.2 (0.11)	6.4 (0.23)	9.6 (0.34)	12.8 (0.45)	16 (0.56)	19.2 (0.68)
fsobdL1 (%)	0.6	0.6	0.668	0.735	0.735	0.735	0.735

Time Needed for Diagnosis:10 s × 5 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

- **Normality Judgment**

Judge as OK when the malfunction criteria below continues for 10 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
fsobd = (sglmd – tglmda) + faf + flaf	≥ 0.8

Time Needed for Diagnosis:10 s

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When similar driving conditions are repeated 3 times and the result is OK.
- When “Clear Memory” is performed

7. FAIL SAFE

Purge control solenoid valve control: Not allowed to purge.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

AL:DTC P0181 FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/ PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect faults in the fuel temperature sensor output properties.
Diagnosis is performed in two methods (drift diagnosis and stuck diagnosis). If either is NG, judge as NG. If both are OK, Judge as OK and clear the NG.

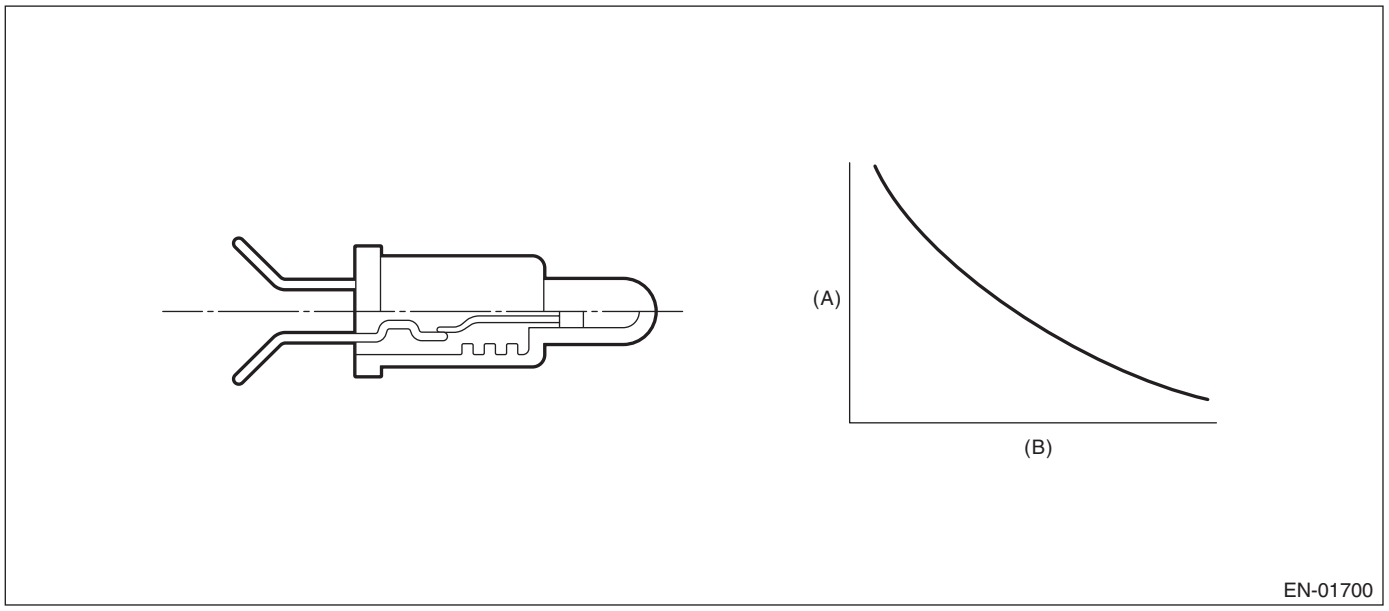
DRIFT DIAGNOSIS

Normally fuel temperature is lower than engine coolant temperature. When the fuel temperature becomes higher than the engine coolant temperature, the range is considered to be shifted, and judged as NG.

Stuck Diagnosis

As the engine warms up (cumulative amount of intake air after starting is large), if the fuel temperature which should rise does not, determine as being stuck and NG.

2. COMPONENT DESCRIPTION



(A) Resistance value (Ω) (B) Fuel temperature °C (°F)

3. ENABLE CONDITION

DRIFT DIAGNOSIS

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel level	≥ 9 ℓ (2.38 US gal, 1.98 Imp gal)
Elapsed time after starting the engine	≥ 20 s
Engine coolant temperature – Engine coolant temperature at engine start	> 10 °C (50 °F)
Fuel temperature – Engine coolant temperature	≥ 10 °C (50 °F)
Battery voltage	≥ 10.9 V

Time Needed for Diagnosis:120 s
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel level	≥ 9 ℓ (2.38 US gal, 1.98 Imp gal)
Elapsed time after starting the engine	≥ 20 s
Engine coolant temperature – Engine coolant temperature at engine start	> 10 °C (50 °F)
Fuel temperature – Engine coolant temperature	< 10 °C (50 °F)
Battery voltage	≥ 10.9 V
Engine coolant temperature	< 75 °C (167 °F)

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

10.ENABLE CONDITION

Stuck Diagnosis

Secondary Parameters	Enable Conditions
Elapsed time after starting the engine	≥ 20000 ms
Battery voltage	≥ 10.9 V

11.GENERAL DRIVING CYCLE

Always perform diagnosis after 20 seconds have passed since the engine started.

12.DIAGNOSTIC METHOD

- **Abnormality Judgment**

Judge as NG when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Accumulated amount of intake air	≥ 551043 g (19435.29 oz)
Fuel temperature difference between Max. and Min.	< 2 °C (35.6 °F)

Time Needed for Diagnosis: Less than 1 second
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

- **Normality Judgment**

Judge as OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel temperature difference between Max. and Min.	≥ 2 °C (35.6 °F)

Time Needed for Diagnosis: Less than 1 second

13.DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

14.MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

15.FAIL SAFE

None

16.ECM OPERATION AT DTC SETTING

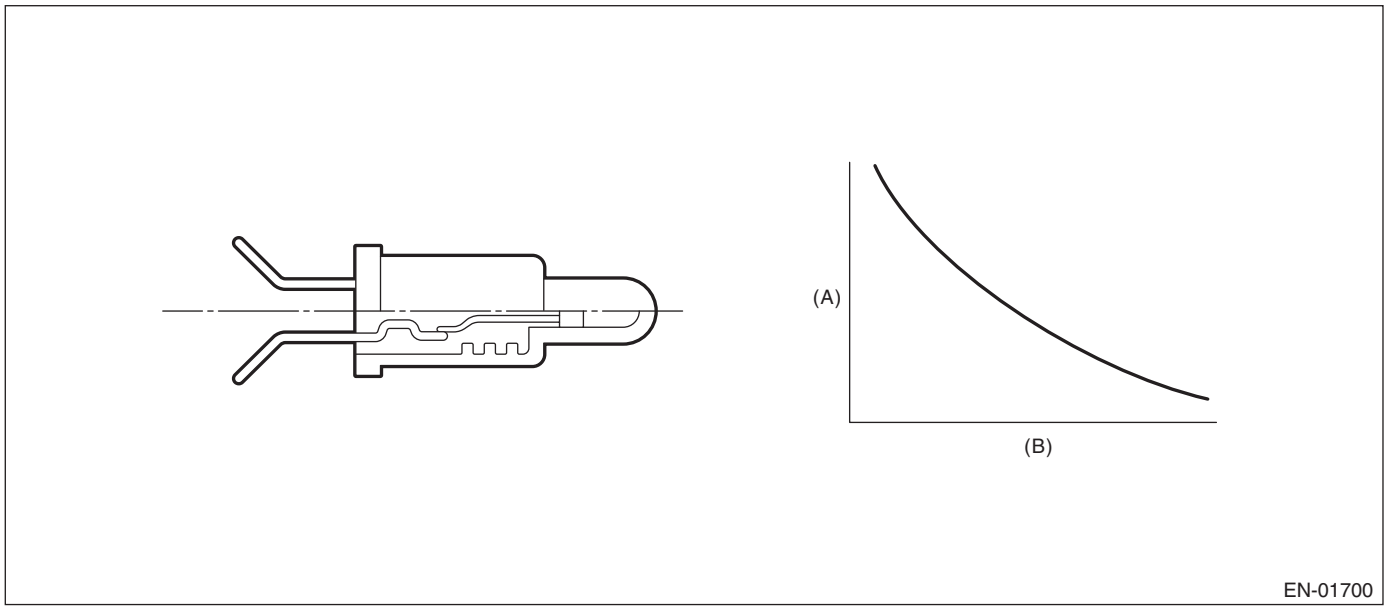
Memorize the freeze frame data. (For test mode $02)

AM:DTC P0182 FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of fuel temperature sensor.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(A) Resistance value (Ω) (B) Fuel temperature °C (°F)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 0.343951474 V
Battery voltage	≥ 10.9 V

Time Needed for Diagnosis:2500 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 0.343951474 V
Battery voltage	≥ 10.9 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

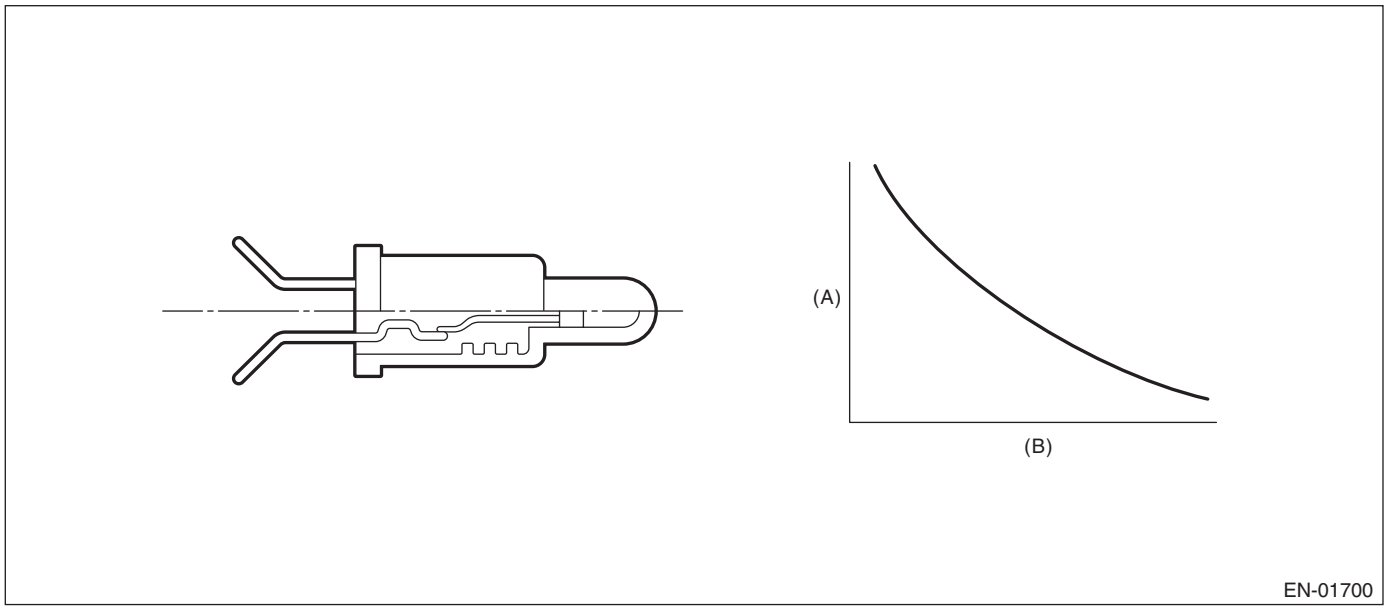
Memorize the freeze frame data. (For test mode $02)

AN:DTC P0183 FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of fuel temperature sensor.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(A) Resistance value (Ω) (B) Fuel temperature °C (°F)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.716 V
Battery voltage	≥ 10.9 V

Time Needed for Diagnosis:2500 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 4.716 V
Battery voltage	≥ 10.9 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

AO:DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/ PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect for abnormal values in the oil temperature sensor output properties.
Judge as NG when the oil temperature does not rise even though the engine is running under a condition where it should rise.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Engine speed	≥ Value from Map

Map

Engine coolant temperature °C (°F)	–40 (–40)	–30 (–22)	–20 (–4)	–10 (14)	0 (32)	10 (50)	20 (68)	30 (86)
Engine speed rpm	500	500	500	500	500	500	500	500

Engine coolant temperature °C (°F)	40 (104)	50 (122)	60 (140)	70 (158)	80 (176)	90 (194)	100 (212)	110 (230)
Engine speed rpm	500	500	500	500	500	500	500	500

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after starting the engine.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge as NG when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Engine oil temperature After engine start oil temperature sensor characteristic diagnosis timer.	< 15 °C (59 °F) ≥ Judgment value for after engine start oil temperature sensor characteristic diagnosis timer

After engine start oil temperature sensor characteristic diagnosis timer (timer for diagnosis).
a. Timer stop at fuel cut
b. During the driving conditions except a) above, timer counts up as follows.
64 milliseconds + TOILCNT milliseconds (at the time of 64 milliseconds).
Where, TOILCNT is determined as follows,
TOILCNT = 0 at idle switch ON
For TOILCNT at Idle switch off, refer to the following table.

		Vehicle speed km/h (MPH)							
		0 (0)	8 (5)	16 (9.9)	24 (14.9)	32 (19.9)	40 (24.9)	48 (29.8)	56 (34.8)
Temperature °C (°F)	–30 (–22)	64 ms	73.2 ms	83.9 ms	96.3 ms	113.2 ms	133.9 ms	160.2 ms	194.6 ms
	–20 (–4)	64 ms	73.3 ms	84 ms	96.6 ms	113.7 ms	135 ms	162 ms	197.4 ms
	–10 (14)	64 ms	73.4 ms	84.2 ms	96.9 ms	114.5 ms	136.4 ms	164.4 ms	201.5 ms
	0 (32)	64 ms	73.5 ms	84.5 ms	97.4 ms	115.6 ms	138.5 ms	168 ms	207.6 ms
	10 (50)	102.2 ms	114.8 ms	129.4 ms	146.7 ms	171.7 ms	203.4 ms	245.1 ms	302.1 ms

After engine start oil temperature characteristic diagnosis timer judgment value (t).
$t = 1882940 \text{ ms} - 43302 \text{ ms} \times Ti$ ($t \geq 2400000$)
Ti = The lowest coolant temperature after starting the engine.
Time Needed for Diagnosis: Less than 1 second
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Engine oil temperature	≥ 15 °C (59 °F)

Time Needed for Diagnosis: Less than 1 second

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

Oil temperature sensor process: Engine oil temperature is fixed at 70°C (158°F).

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

AP:DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the oil temperature sensor.
Judge as NG when outside of the judgment value.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

- **Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 0.166 V

Time Needed for Diagnosis:500 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

- **Normality Judgment**

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 0.166 V

Time Needed for Diagnosis: Less than 1 second

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

Oil temperature sensor process: Engine oil temperature is fixed at 70°C (158°F).

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

AQ:DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the oil temperature sensor.
Judge as NG when outside of the judgment value.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

- **Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.716 V

Time Needed for Diagnosis:500 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

- **Normality Judgment**

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 4.716 V

Time Needed for Diagnosis: Less than 1 second

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

Oil temperature sensor process: Engine oil temperature is fixed at 70°C (158°F).

8. ECM OPERATION AT DTC SETTING

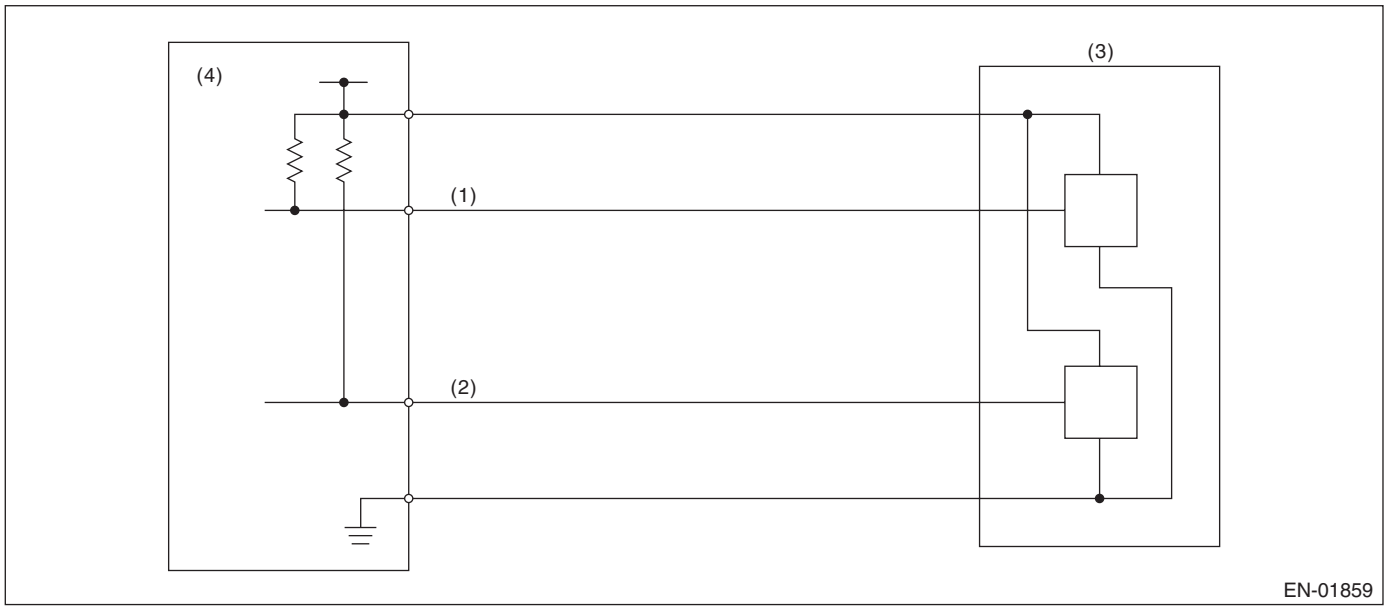
Memorize the freeze frame data. (For test mode $02)

AR:DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of throttle position sensor 2.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Throttle position sensor 1 signal
(2) Throttle position sensor 2 signal
(3) Throttle position sensor
(4) Engine control module (ECM)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 6 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	≤ 0.926256 V

Time Needed for Diagnosis: 24 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	> 0.926256 V

Time Needed for Diagnosis: 24 ms

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

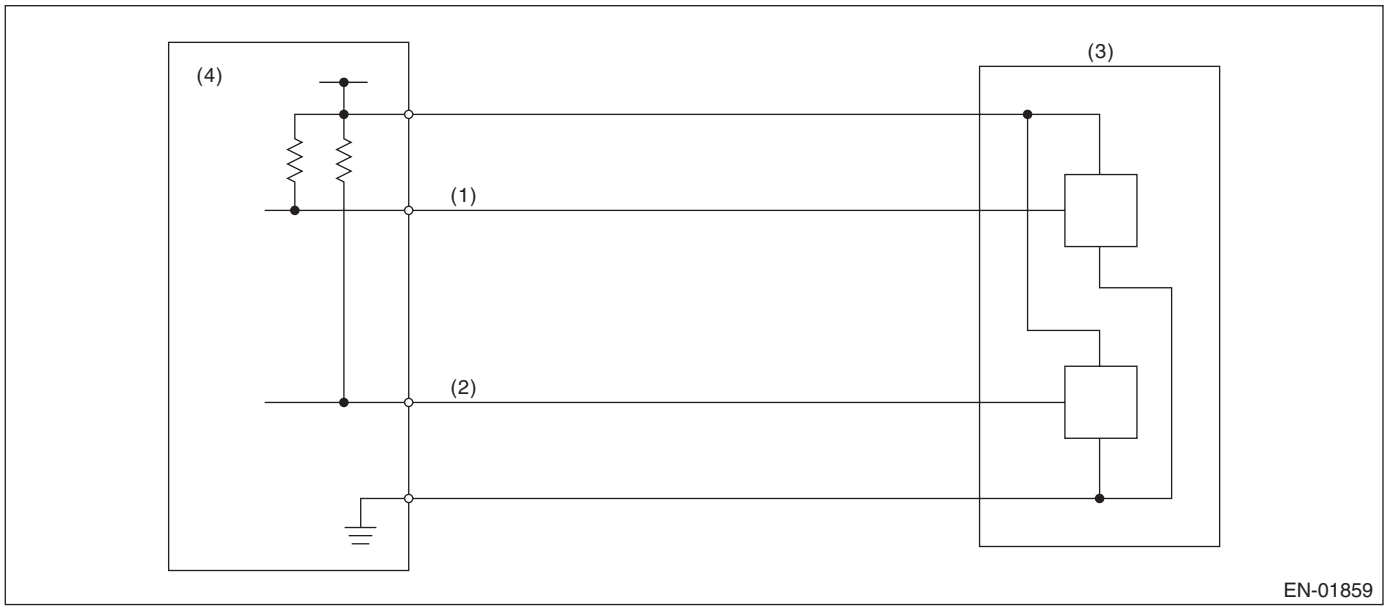
Memorize the freeze frame data. (For test mode $02)

AS:DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of throttle position sensor 2.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Throttle position sensor 1 signal
(2) Throttle position sensor 2 signal
(3) Throttle position sensor
(4) Engine control module (ECM)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 6 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	≥ 4.858 V

Time Needed for Diagnosis:24 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	< 4.858 V

Time Needed for Diagnosis:24 ms

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

AT:DTC P0301 CYLINDER 1 MISFIRE DETECTED

1. OUTLINE OF DIAGNOSIS

Detect the presence of misfire occurrence. (Revolution fluctuation method)
Monitoring Misfire which influences exhaust deterioration (1.5 times of FTP) and catalyst damage is made obligatory by the law. Misfire affecting these two has two patterns below. :

- Intermittent misfire (The same cylinder misfires in random, or different cylinders misfire in random.): FTP 1.5 times misfire
- Every time misfire (The same cylinder misfires every time.): FTP 1.5 times misfire, Catalyst damage misfire

The following detecting methods are adopted for these detection.
1) Intermittent misfire: FTP 1.5 times misfire

- 180° Interval Difference Method (MT: 1,800 rpm or less, AT: None)
- 360° Interval Difference Method (whole range)
- 720° Interval Difference Method (3,000 rpm or more)

2) Misfire every time: FTP 1.5 times misfire, Catalyst damage misfire

- 360° Interval Difference Method

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
All secondary parameters enable conditions	≥ 1024 ms
Intake manifold pressure change at 180°CA	< Value of Map 1
Throttle position change during 16 milliseconds	< 21 °
Fuel shut-off function	Not in operation
Fuel level	≥ 9 ℓ (2.38 US gal, 1.98 Imp gal)
Vehicle dynamic control or AT torque control	Not in operation
Evaporative system leak check	Not in operation
Engine speed	460 rpm — 6300 rpm
Intake manifold pressure	≥ Value of Map 2
Battery voltage	≥ 8 V
Fuel parameter determination	Not extremely low volatility
Elapsed time after starting the engine	≥ 0 ms
Engine speed change during 32 milliseconds	< 1000 rpm

Map1

- AT model

rpm	700	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6300
kPa (mmHg, inHg)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)

- MT model

rpm	650	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6300
kPa (mmHg, inHg)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)

Map2

- AT model

rpm	700	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6300
kPa (mmHg, inHg)	26 (195.0, 7.7)	23.9 (179.5, 7.1)	21.7 (163.0, 6.4)	22.8 (171.0, 6.7)	22.3 (167.2, 6.6)	23.5 (176.1, 6.9)	25.5 (191.1, 7.5)	27.5 (206.1, 8.1)	29.5 (221.1, 8.7)	31.5 (236.1, 9.3)	33.5 (251.1, 9.9)	35.5 (266.1, 10.5)	36.8 (276.1, 10.9)

- MT model

Vehicle speed < 64 km/h (39.8 MPH)

rpm	650	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6300
kPa (mmHg, inHg)	24.5 (184, 7.2)	22.7 (170.3, 6.7)	20.1 (151, 5.9)	20.9 (156.5, 6.2)	20.8 (155.7, 6.1)	21.9 (164, 6.5)	23.9 (179, 7)	25.9 (194, 7.6)	27.9 (209, 8.2)	29.9 (224, 8.8)	31.9 (239, 9.4)	33.9 (254, 10)	35.2 (264, 10.4)

Vehicle speed ≥ 68 km/h (42.3 MPH)

rpm	650	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6300
kPa (mmHg, inHg)	31.6 (237, 9.3)	31.6 (237, 9.3)	31.6 (237, 9.3)	31.1 (233, 9.2)	31.3 (235, 9.3)	33.1 (248, 9.8)	33.9 (254, 10)	28.8 (216, 8.5)	30.1 (226, 8.9)	33.3 (250, 9.8)	36.9 (277, 10.9)	40.1 (301, 11.9)	43.2 (324, 12.8)

3. GENERAL DRIVING CYCLE

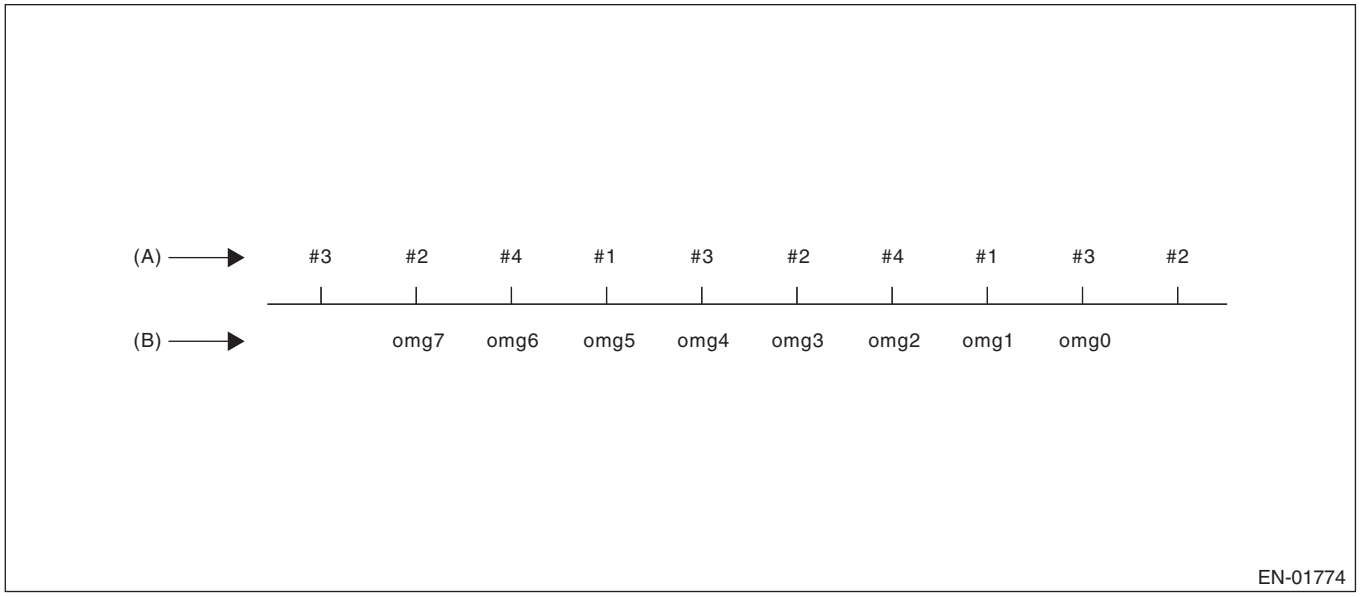
- If conditions are met, it is possible to detect the misfires from idling to high engine speed. However, to avoid excessive load or harm to the engine, perform diagnosis at idle.
- Perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

When a misfire occurs, the engine speed will decreased and the crankshaft position speed will change. Calculate the interval difference value (diagnostic value) from crankshaft position speed by the following formula, and judge whether a misfire is occurring or not comparing the calculated result with judgment value. Counting the number of misfires. If the misfire ratio is higher during 1000 revs. or 200 revs., Judge corresponding cylinders as NG.

Diagnostic value calculation (Calculate from angle speed) →	Misfire detection every single ignition (Compare diagnostic value with judgment value) →	NG judgment (Misfire occurrence judgment required by the law) (Compare number of misfire with judgment)
	• 180° Interval Difference Method • 360° Interval Difference Method • 720° Interval Difference Method	• FTP 1.5 times misfire NG judgment • Catalyst damage misfire NG judgment

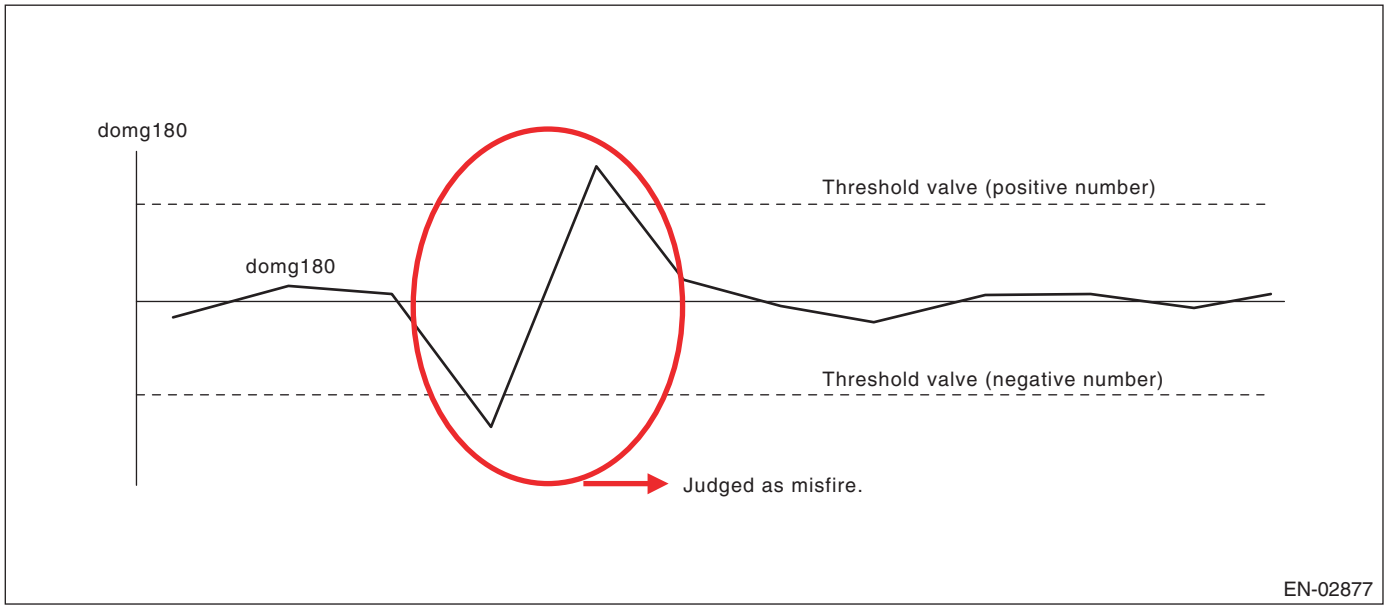
As shown in the following figure, pick a cylinder as the standard and name it omg 0. And the former crankshaft position speed is named omg 1, the second former crankshaft position speed is named omg 2, the third is named omg 3, etc.



(A) Ignition order (B) Crankshaft position speed

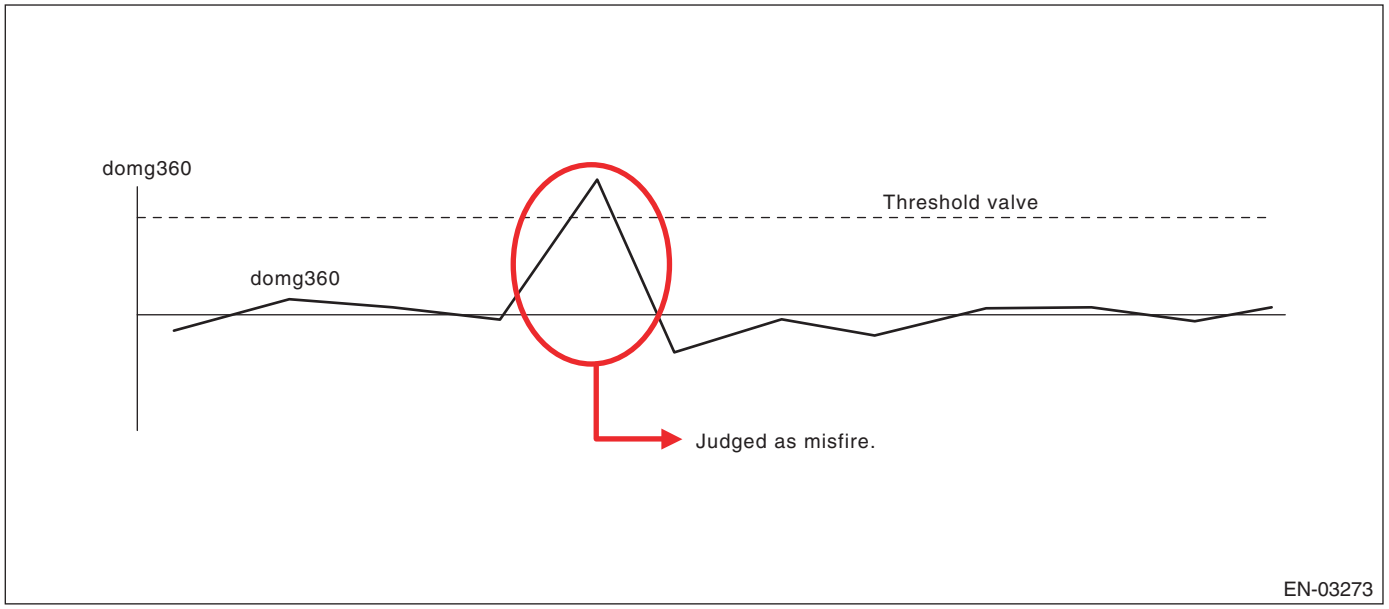
180° Interval Difference Method

Diagnostic value	domg 180 = (omg 1 – omg 0) – (omg 5 – omg 1)/4
Judge as a misfire in the following cases. • domg 180 > judgment value of positive side • domg 180 ≤ judgment value of negative side (Judgment value before 180° CA)	



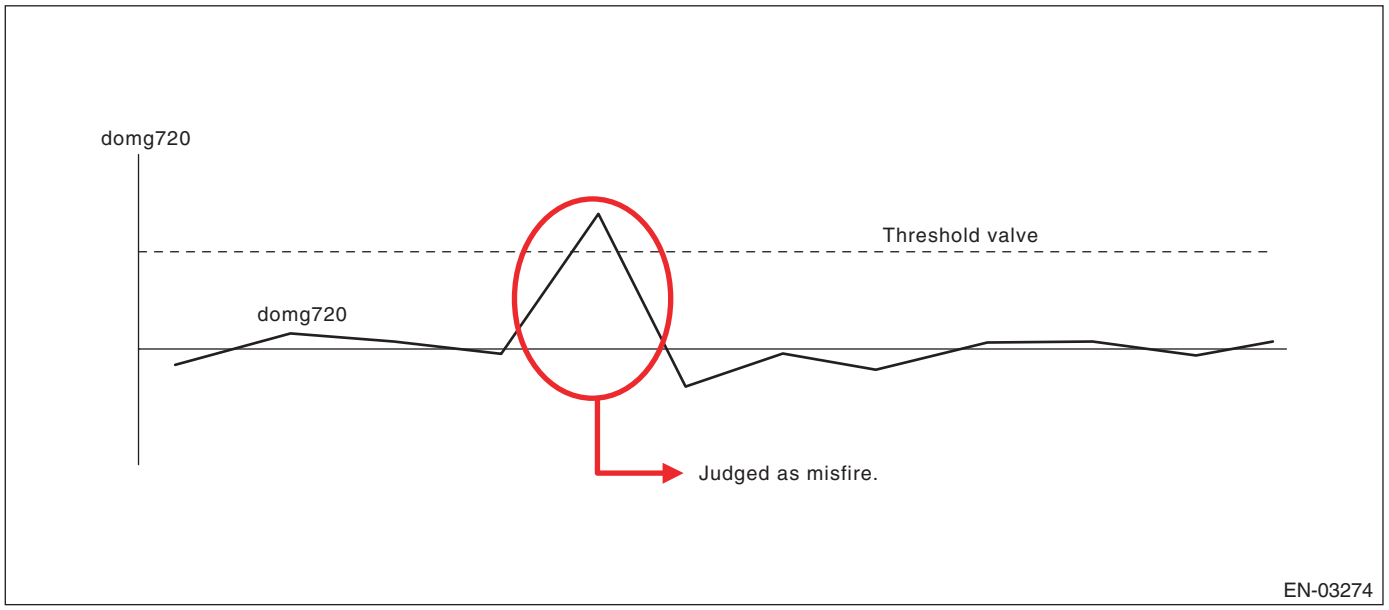
360° Interval Difference Method

Diagnostic value	domg 360 = (omg 1 – omg 0) – (omg 3 – omg 2)
Misfire judgment	domg 360 > Judgment value → Judge as misfire



720° Interval Difference Method

Diagnostic value	domg 720 = (omg 1 – omg 0) – (omg 5 – omg 4)
Misfire judgment	domg 720 > Judgment value → Judge as misfire



- **FTP 1.5 times misfire (Misfire occurrence level which influences exhaust gas)**
- **Abnormality Judgment**

Judgment Value (Judge that malfunction occurs when the misfire ratio is high in 1000 engine revs.)

Malfunction Criteria	Threshold Value
FTP emission judgment value	≥ 18 × 100/2000% in 1000 revs.

Time Needed for Diagnosis: 1000 engine revs.
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

- **Normality Judgment**

Judgment Value

Malfunction Criteria	Threshold Value
FTP emission judgment value	< 18 × 100/2000% in 1000 revs.

Time Needed for Diagnosis: 1000 engine revs.

- **Catalyst damage misfire (Misfire occurrence level damaging catalyst)**
- **Abnormality Judgment**

Judgment Value

Malfunction Criteria	Threshold Value
Catalyst damage misfire judgment value	≥ Value of Map 3

Map 3

		Intake air (g(oz)/rev)							
		0.16 (0.01)	0.28 (0.01)	0.4 (0.01)	0.52 (0.02)	0.64 (0.02)	0.76 (0.03)	0.92 (0.03)	1.1 (0.04)
Engine speed (rpm)	700	100	100	100	100	90	80	64	48
	1000	100	100	100	100	90	80	52	24
	1500	100	100	90	80	69	57	39	22
	2000	80	80	80	80	62	44	33	21
	2500	67	67	58	50	40	31	25	20
	3000	57	57	49	40	30	20	20	20
	3500	44	44	34	24	20	20	20	20
	4000	36	36	28	20	20	20	20	20
	4500	27	27	20	20	20	20	20	20
	5000	20	20	20	20	20	20	20	20
	5500	20	20	20	20	20	20	20	20
	6000	20	20	20	20	20	20	20	20
	6300	20	20	20	20	20	20	20	20

Time Needed for Diagnosis: 200 engine revs.
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

- **Normality Judgment**

Judgment Value

Malfunction Criteria	Threshold Value
Catalyst damage misfire judgment value	< Value of Map 3

Time Needed for Diagnosis: 200 engine revs.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

AU:DTC P0302 CYLINDER 2 MISFIRE DETECTED

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P0301. <Ref. to GD(H4SO U5)-98, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

AV:DTC P0303 CYLINDER 3 MISFIRE DETECTED

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P0301. <Ref. to GD(H4SO U5)-98, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

AW:DTC P0304 CYLINDER 4 MISFIRE DETECTED

1. OUTLINE OF DIAGNOSIS

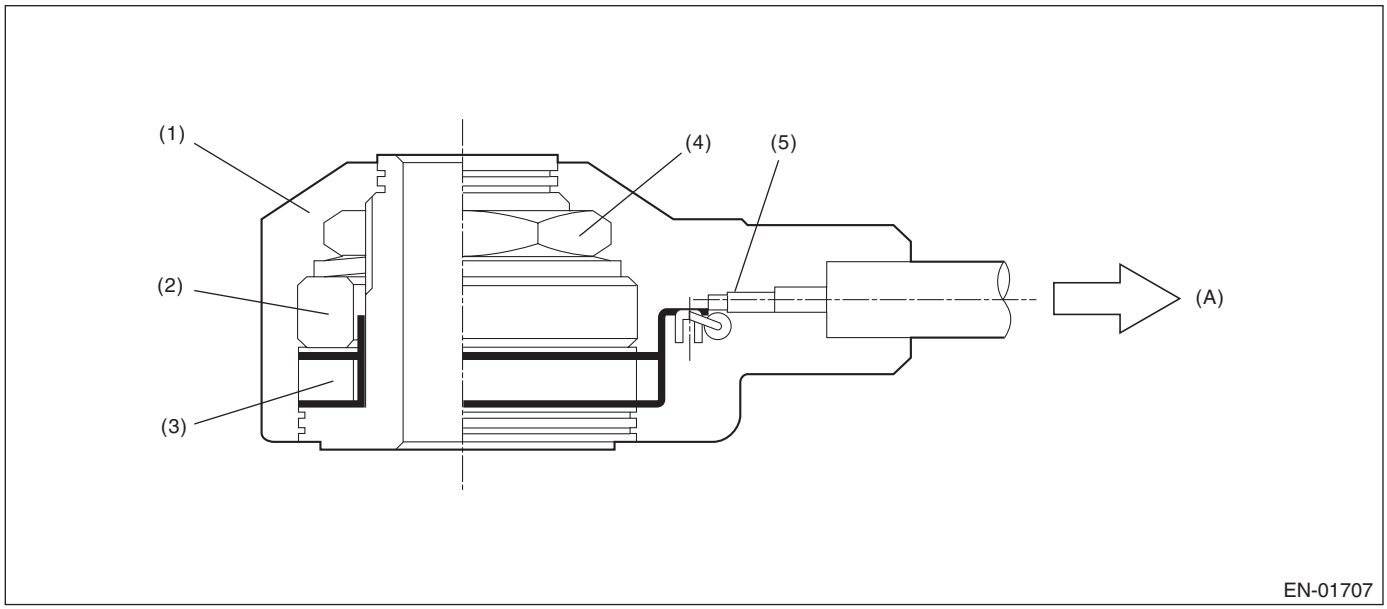
NOTE:
For the detection standard, refer to DTC P0301. <Ref. to GD(H4SO U5)-98, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

AX:DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of knock sensor.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Case
(2) Weight
(3) Piezoelectric element
(4) Nut
(5) Resistance
(A) To knock sensor harness

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 0.243 V

Time Needed for Diagnosis:1000 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 0.243 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

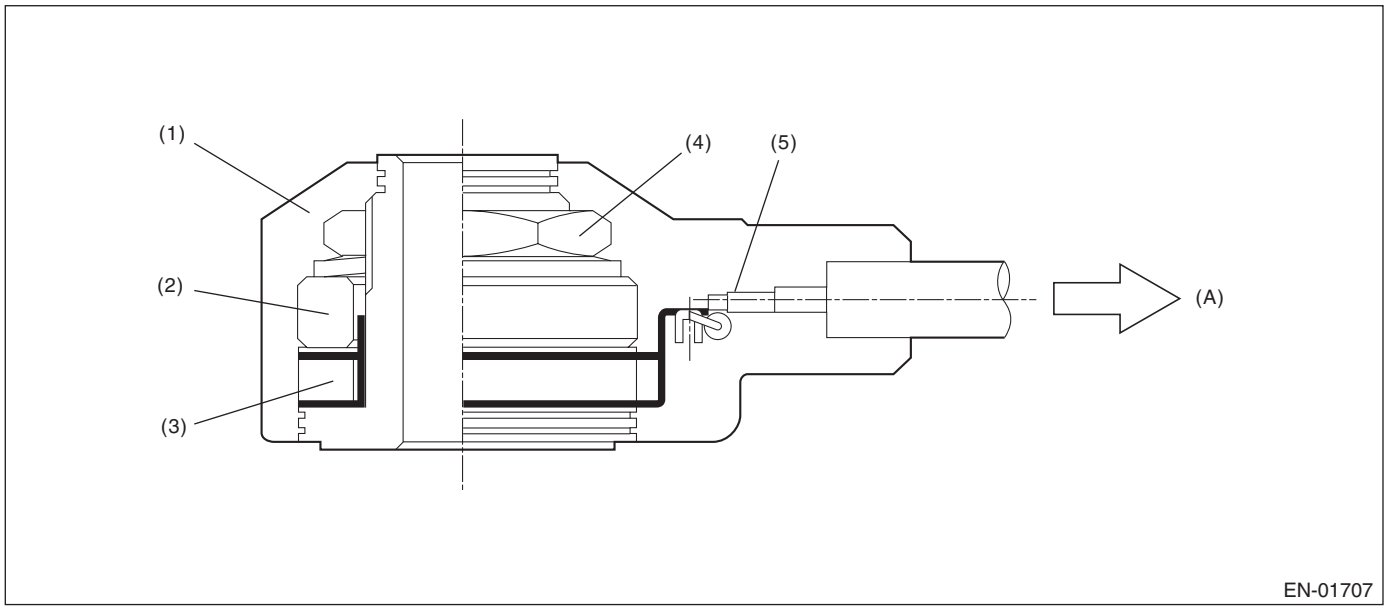
Memorize the freeze frame data. (For test mode $02)

AY:DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of knock sensor.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Case
(2) Weight
(3) Piezoelectric element
(4) Nut
(5) Resistance
(A) To knock sensor harness

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.709 V

Time Needed for Diagnosis:1000 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 4.709 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

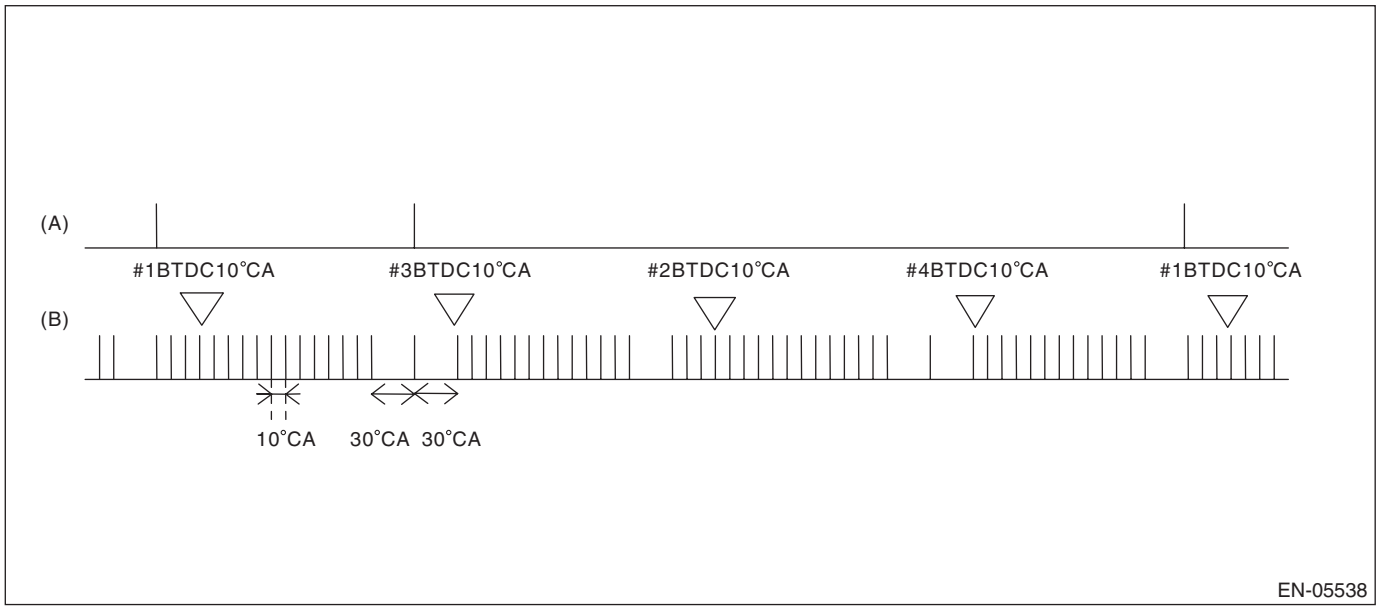
Memorize the freeze frame data. (For test mode $02)

AZ:DTC P0335 CRANKSHAFT POSITION SENSOR “A” CIRCUIT

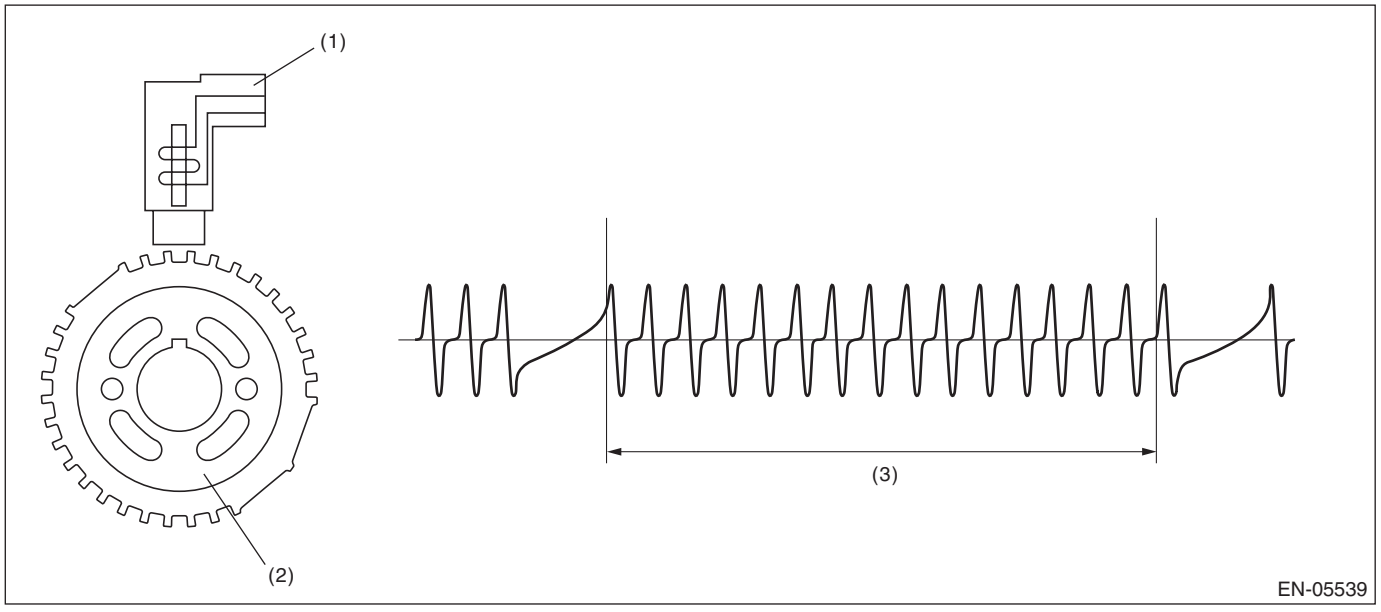
1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the crankshaft position sensor.
Judge as NG when the crank signal is not input even though the starter was rotated.

2. COMPONENT DESCRIPTION



(A) Camshaft signal (B) Crankshaft signal



(1) Crankshaft position sensor (2) Crank sprocket (3) Crankshaft half-turn

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Starter switch	ON
Crankshaft position sensor signal	Not detected
Battery voltage	≥ 8 V

Time Needed for Diagnosis:3000 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Crankshaft position sensor signal	Input exists
Battery voltage	≥ 8 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

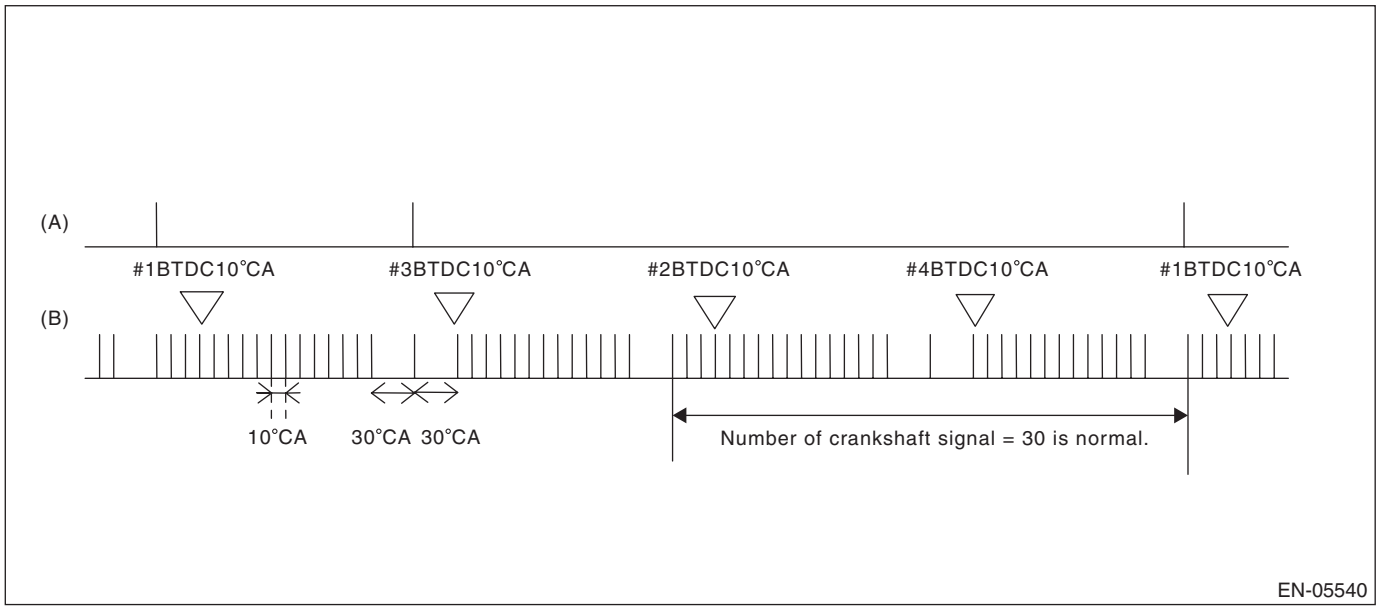
Memorize the freeze frame data. (For test mode $02)

BA:DTC P0336 CRANKSHAFT POSITION SENSOR “A” CIRCUIT RANGE/ PERFORMANCE

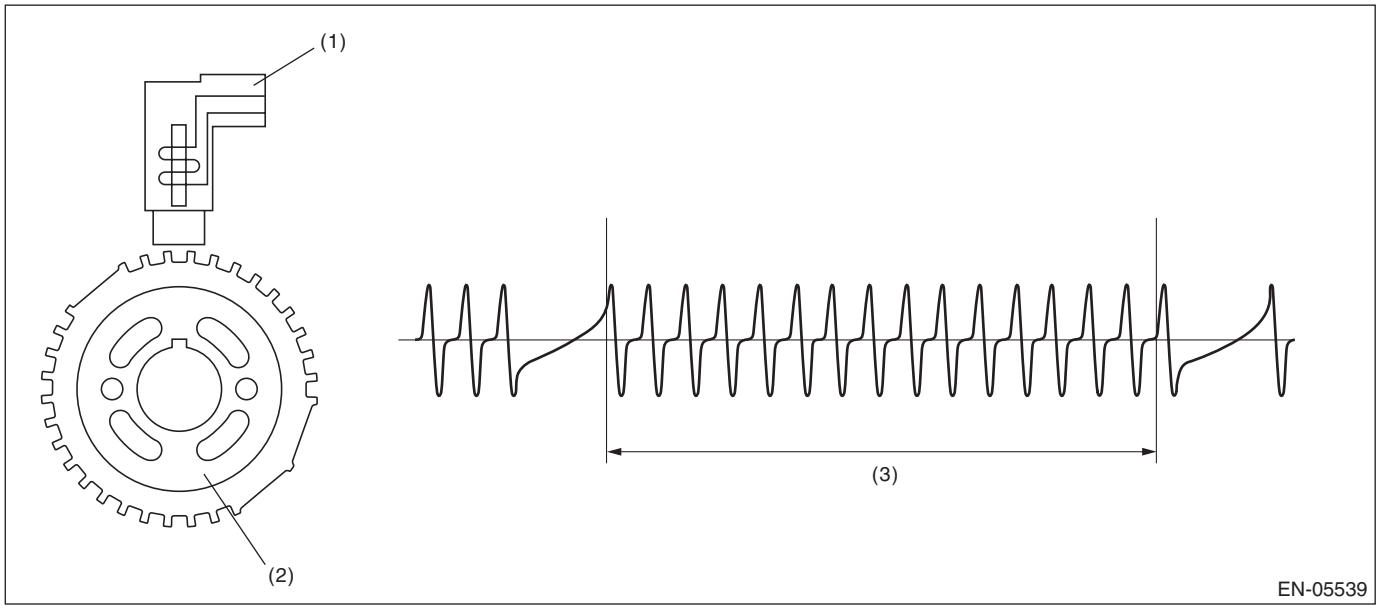
1. OUTLINE OF DIAGNOSIS

Detect for faults in crankshaft position sensor output properties.
Judge as NG when there is a problem in the number of crankshaft signals for every revolution.

2. COMPONENT DESCRIPTION



(A) Camshaft signal (B) Crankshaft signal



(1) Crankshaft position sensor (2) Crank sprocket (3) Crankshaft half-turn

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 8 V
Engine speed	< 4000 rpm

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously under 3000 rpm engine speed.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge as NG when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Cylinder number identification	Completed
Amount of crank sensor signal during 1 rev.	Not = 30

Time Needed for Diagnosis: 10 engine revs.
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Cylinder number identification	Completed
Amount of crank sensor signal during 1 rev.	= 30

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

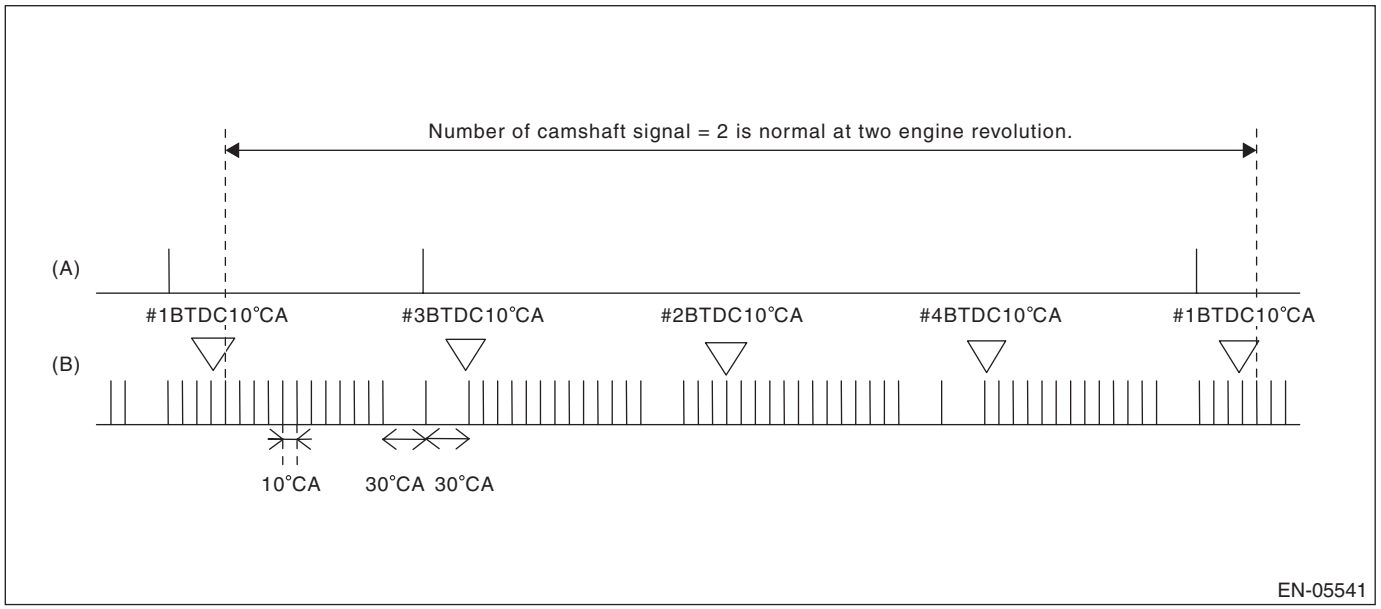
Memorize the freeze frame data. (For test mode $02)

BB:DTC P0340 CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 1 OR SINGLE SENSOR)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the camshaft position sensor.
Judge as NG when the number of camshaft signals remains abnormal.

2. COMPONENT DESCRIPTION



(A) Camshaft signal (B) Crankshaft signal

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 8 V
Amount of camshaft sensor signal during 2 revs.	Not = 2

Time Needed for Diagnosis: Two engine revolutions × 4 time
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Voltage	≥ 8 V
Amount of camshaft sensor signal during 2 revs.	= 2

Time Needed for Diagnosis: Two engine revolutions

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

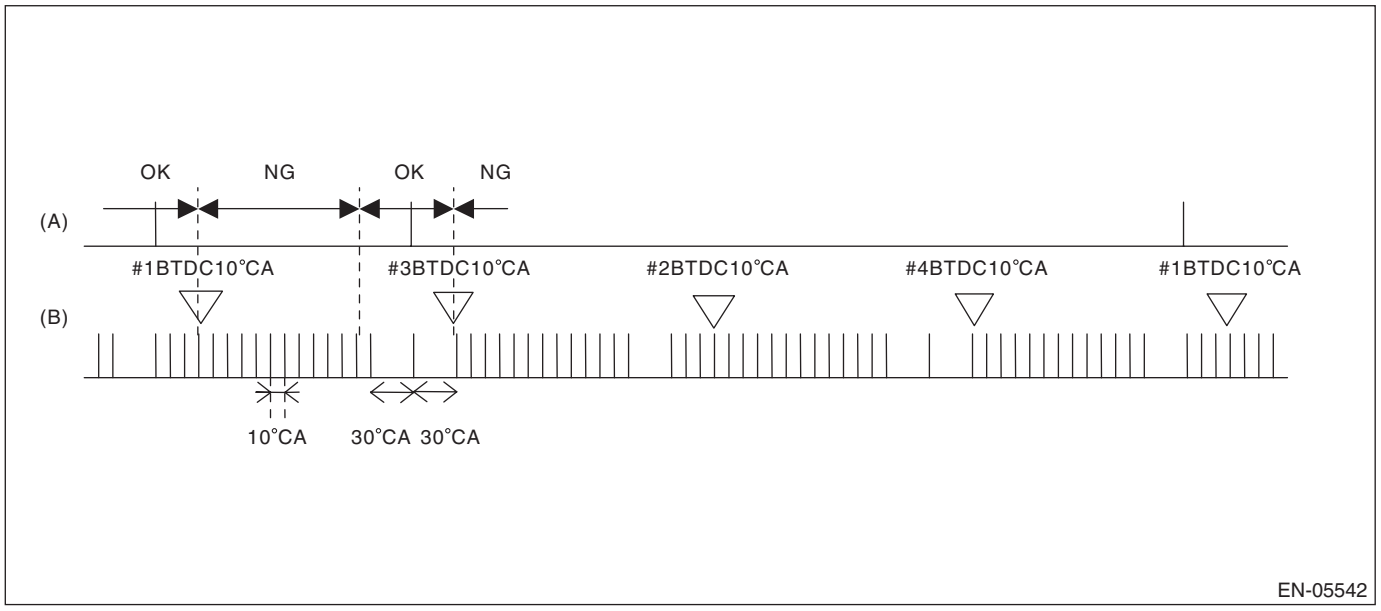
Memorize the freeze frame data. (For test mode $02)

BC:DTC P0341 CAMSHAFT POSITION SENSOR “A” CIRCUIT RANGE/ PERFORMANCE (BANK 1 OR SINGLE SENSOR)

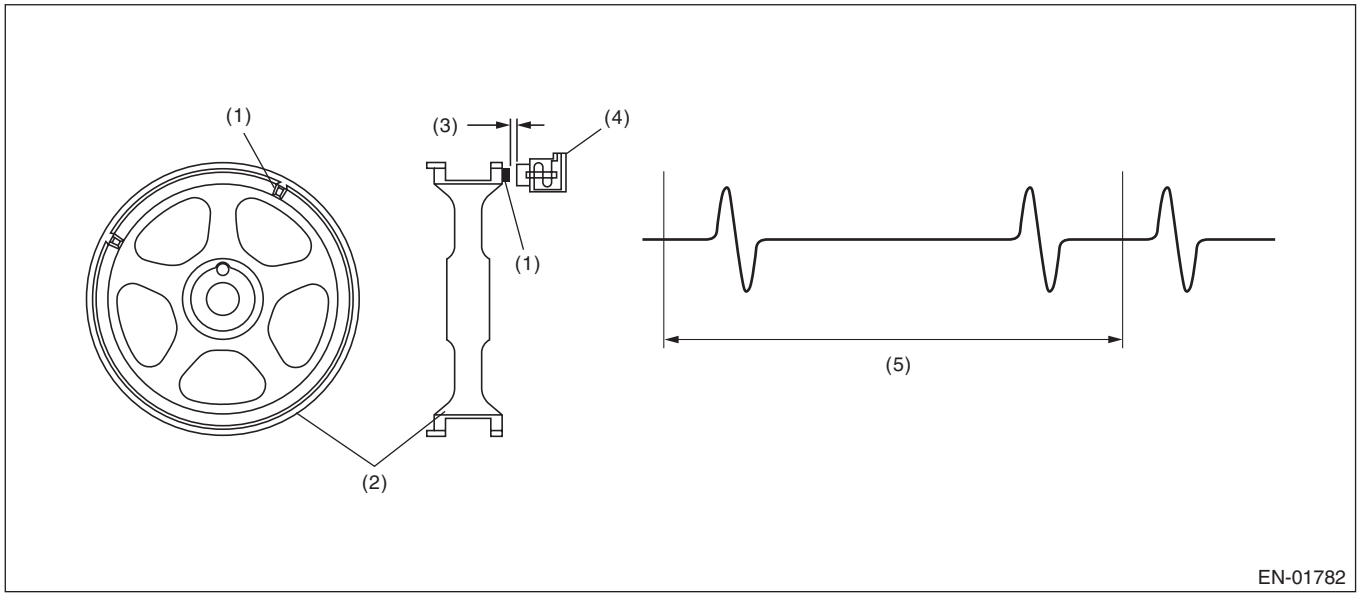
1. OUTLINE OF DIAGNOSIS

Detect the malfunction of camshaft position sensor output property.
Judge as NG when the camshaft line signal input timing is shifted from the crankshaft signal because of timing belt tooth chip etc.

2. COMPONENT DESCRIPTION



(A) Camshaft signal
(B) Crankshaft signal



(1) Boss
(2) Cam sprocket
(3) Air gap
(4) Camshaft position sensor
(5) Camshaft one revolution (two engine revolutions)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Cylinder number identification	Completed
Battery voltage	≥ 8 V
Engine speed	550 rpm — 1000 rpm
Engine operation	Idling
Misfire	Not detected
Engine speed change during 4 milliseconds	≤ 12799.8 rpm

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously at idle speed.

5. DIAGNOSTIC METHOD

- **Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Position of camshaft position sensor signal	Not between BTDC 10°CA and BTDC 80°CA

Time Needed for Diagnosis: 10 engine revs.
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

- **Normality Judgment**

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Position of camshaft position sensor signal	Between BTDC 10°CA and BTDC 80°CA

Time Needed for Diagnosis: Two engine revolutions

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

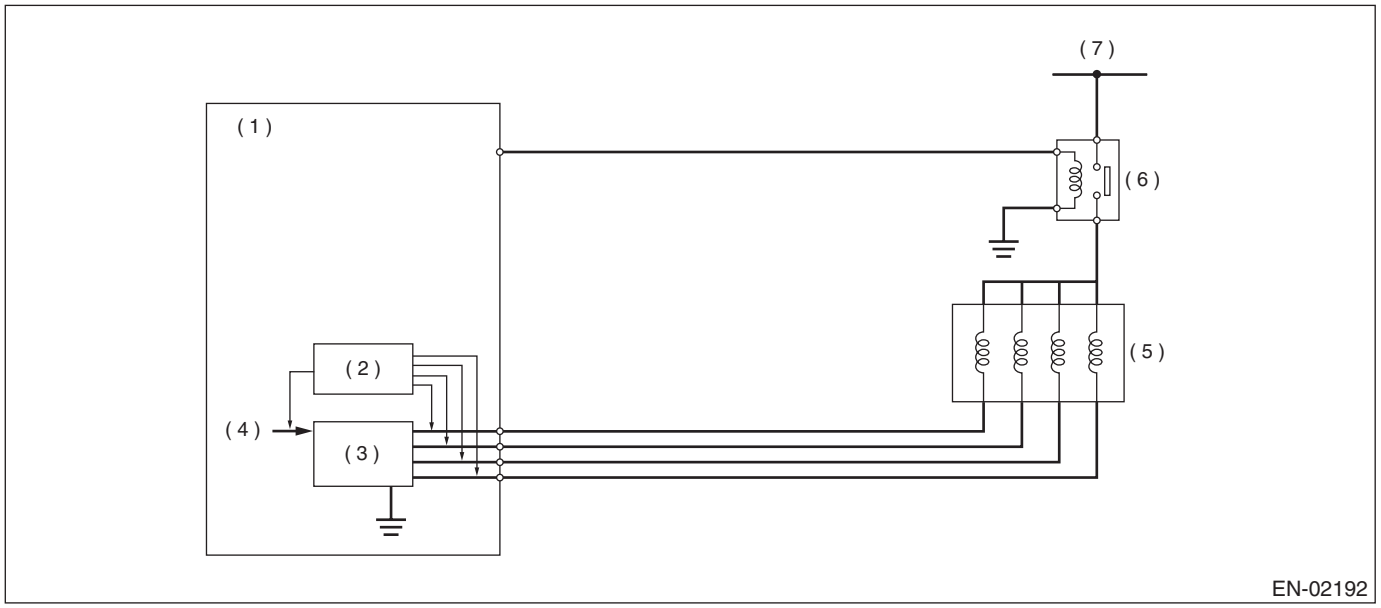
Memorize the freeze frame data. (For test mode $02)

BD:DTC P0400 EXHAUST GAS RECIRCULATION FLOW

1. OUTLINE OF DIAGNOSIS

Detect EGR system malfunction.
Intake manifold pressure (negative pressure) is constant because the throttle valve is fully closed during deceleration fuel cut. At this time, when the EGR valve is opened/closed, the intake manifold pressure will change. EGR System OK/NG is judged by the range of this change.

2. COMPONENT DESCRIPTION



(1) ECM
(2) Detecting circuit
(3) Switching circuit
(4) CPU
(5) EGR valve
(6) Main relay
(7) Battery power supply

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Elapsed time after starting the engine	≥ 40 s
Engine coolant temperature	≥ 75 °C(167 °F)
Engine speed	1200 rpm — 2950 rpm
Intake manifold pressure (absolute pressure)	< 44 kPa (330 mmHg, 13 inHg)
Ambient air temperature	≥ 5 °C(41 °F)
Throttle position	< 0.25 °
Battery voltage	≥ 10.9 V
Barometric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)
Vehicle speed	≥58 km/h (36 MPH)
Fuel shut-off function	In operation
Neutral switch	OFF
After neutral switch ON/OFF change	≥ Value from Map
No load change (A/C, power steering, lighting, rear defogger, heater fan and radiator fan)	≥ 5000 ms

Map

Engine coolant temperature °C (°F)	–40 (–40)	–30 (–22)	–20 (–4)	–10 (14)	0 (32)	10 (50)	20 (68)	30 (86)
After neutral switch change msec	0	0	0	0	0	0	0	0

Engine coolant temperature °C (°F)	40 (104)	50 (122)	60 (140)	70 (158)	80 (176)	90 (194)	100 (212)	110 (230)
After neutral switch change msec	0	0	0	0	0	0	0	0

4. GENERAL DRIVING CYCLE

During deceleration fuel cut from 53 km/h (approx. 33 MPH) or more, perform diagnosis once.
Be careful of vehicle speed and engine speed. (Diagnosis will not be completed if the vehicle speed and engine speed conditions become out of specification due to deceleration.)

5. DIAGNOSTIC METHOD

Measure the pressure values when the enable conditions are established, and perform diagnosis by calculating those results.

1. Label the intake manifold pressure value as PMOF1, which is observed when enable conditions are established, and set the EGR target step to 50 steps (nearly full open).
2. Label the intake manifold pressure value as PMON, which is observed after one second has passed since EGR target step was set to 50 steps (when the enable conditions were established), and set the EGR target step to 0.
3. Label the intake manifold pressure as PMOF2, which is observed after one second has passed since EGR target step was set to 0 (after two seconds have passed since the enable conditions were established).

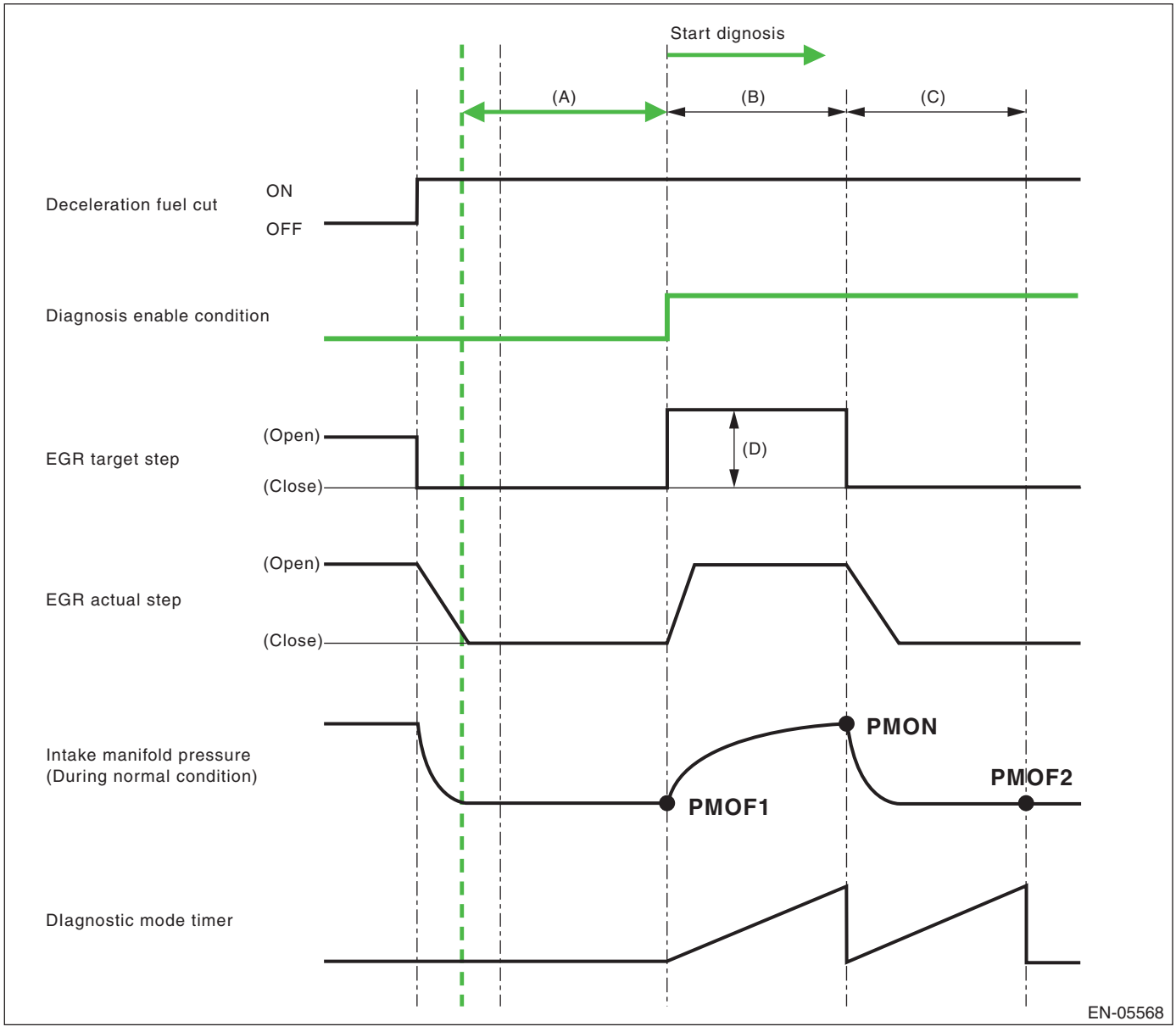
- **Abnormality Judgment**

Judge as NG when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
PMON – (PMOF1 + PMOF2)/2	< 2.5 kPa (18.63 mmHg, 0.7 inHg)

Time Needed for Diagnosis: 1 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.



(A) 3000 ms
(B) 1000 ms
(C) 1000 ms
(D) 45 step

- **Normality Judgment**

Judge as OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
PMON – (PMOF1 + PMOF2)/2	≥ 2.5 kPa (18.63 mmHg, 0.7 inHg)

Time Needed for Diagnosis: 1 time

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

A/F main learning = Not allowed.
Knock learning = Not allowed.
EGR control: Operation prohibited.

9. ECM OPERATION AT DTC SETTING

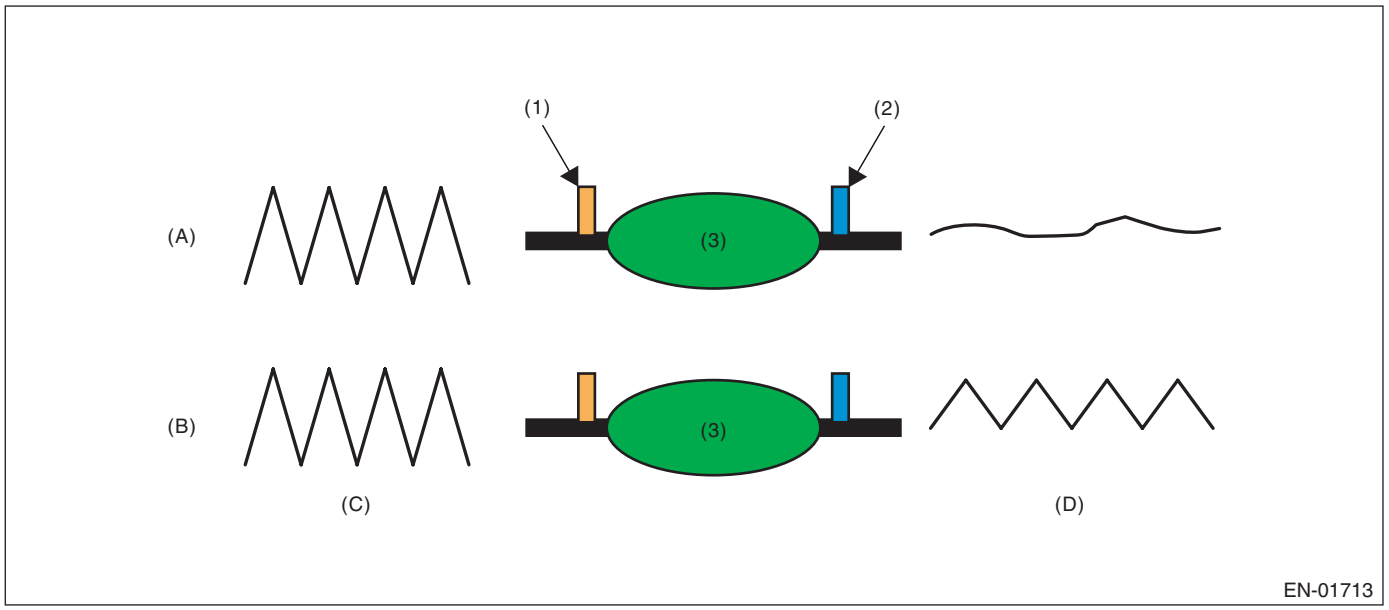
- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

BE:DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect the deterioration of the catalyst function.
Though the front oxygen sensor output would change slowly with a new catalyst, the sensor output with a deteriorated catalyst becomes high and the inversion time is shortened.
For this reason, the catalyst diagnosis is carried out by monitoring the front oxygen sensor output and comparing it with the front oxygen (A/F) sensor output.

2. COMPONENT DESCRIPTION



(1) Front oxygen (A/F) sensor
(2) Front oxygen sensor
(3) Catalytic converter
(A) Normal
(B) Deterioration
(C) Output waveform from the front oxygen (A/F) sensor
(D) Output waveform from the rear oxygen Sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Barometric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)
Engine coolant temperature	≥ 70 °C (158 °F)
Estimated catalyst temperature	≥ 600 °C (1112 °F) (AT model) ≥ 580 °C (1076 °F) (MT model)
Misfire detection every 200 rotations	< 5 time
Learning value of evaporation gas density	< 0.2
Sub feedback	In operation
Evaporative system diagnosis	Not in operation
Time of difference (< 0.1) between actual lambda and target lambda	≥ 1000 ms
Vehicle speed	> 70 km/h (43.5 MPH)
Amount of intake air	≥ 10 g/s (0.35 oz/s) and < 40 g/s (1.41 oz/s)
Engine load change every 0.5 engine revs.	< 0.02 g/rev (0 oz/rev)
Rear oxygen output change from 660 mV or less to 660 mV or more	Experienced after fuel cut
Elapsed time after starting the engine	≥ 205 s
Purge execution calculated time	≥ 0 s

4. GENERAL DRIVING CYCLE

- Perform the diagnosis only once at a constant 70 km/h (43.5 MPH) or higher.

5. DIAGNOSTIC METHOD

After establishing the execution conditions, calculate the front oxygen (A/F) sensor lambda deviation cumulative value (Σ |(sglmd$_n$ – sglmd$_{n-1}$)|) and rear oxygen sensor output voltage deviation cumulative value (Σ |(ro2sad$_n$ – ro2sad$_{n-1}$)|) per 32 milliseconds × 4 , and when the front oxygen (A/F) sensor lambda deviation cumulative value (Σ |(sglmd$_n$ – sglmd$_{n-1}$)|) becomes the predetermined value or more, calculate the diagnostic value.

• Abnormality Judgment

If the duration of time while the following conditions are met is within the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Σ |(ro2sad$_n$ – ro2sad$_{n-1}$)| / Σ |(sglmd$_n$ – sglmd$_{n-1}$)|	> 10

Time Needed for Diagnosis: 30 — 55 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is within the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Σ |(ro2sad$_n$ – ro2sad$_{n-1}$)| / Σ |(sglmd$_n$ – sglmd$_{n-1}$)|	≤ 10

Time Needed for Diagnosis: 30 — 55 seconds

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

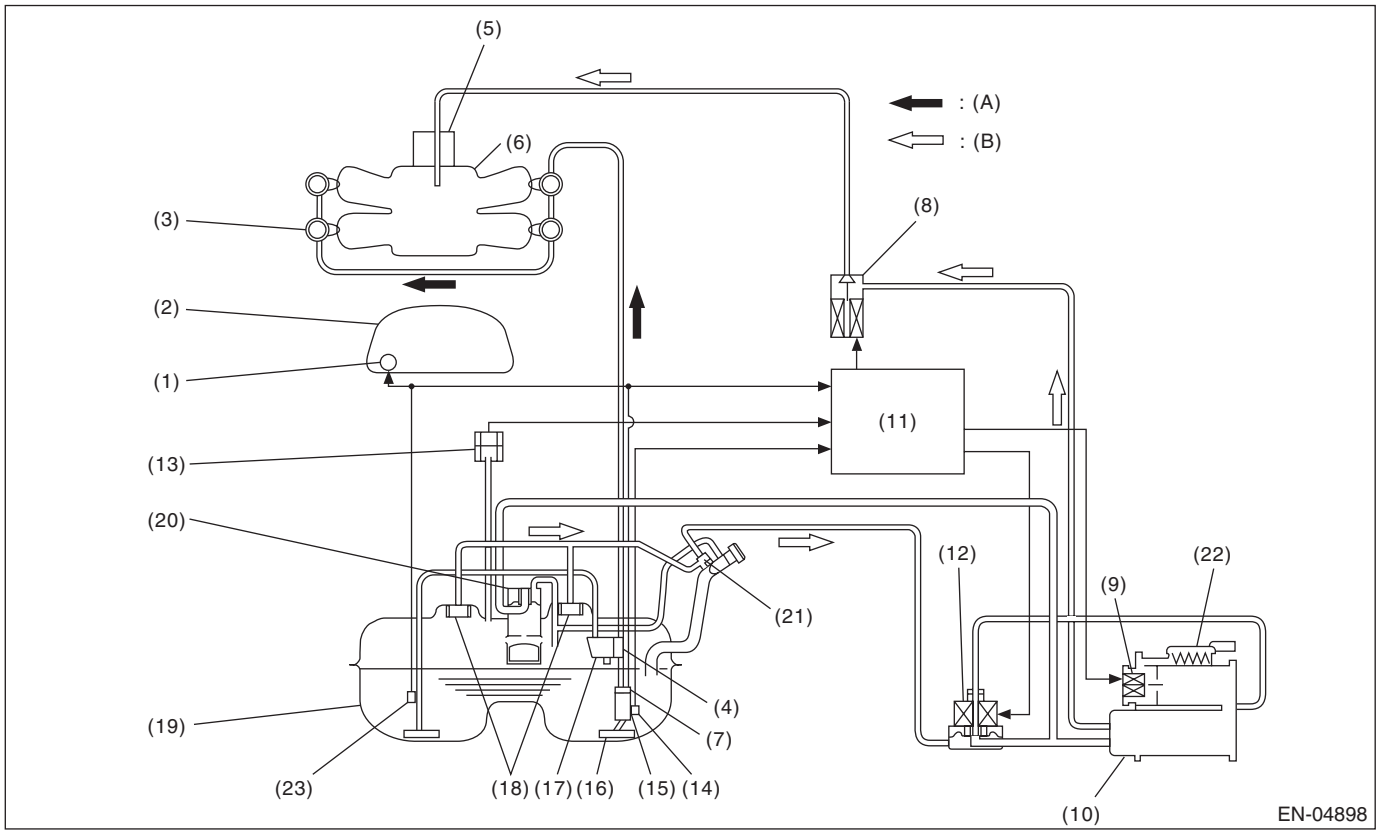
9. ECM OPERATION AT DTC SETTING

- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

BF:DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK)

1. OUTLINE OF DIAGNOSIS

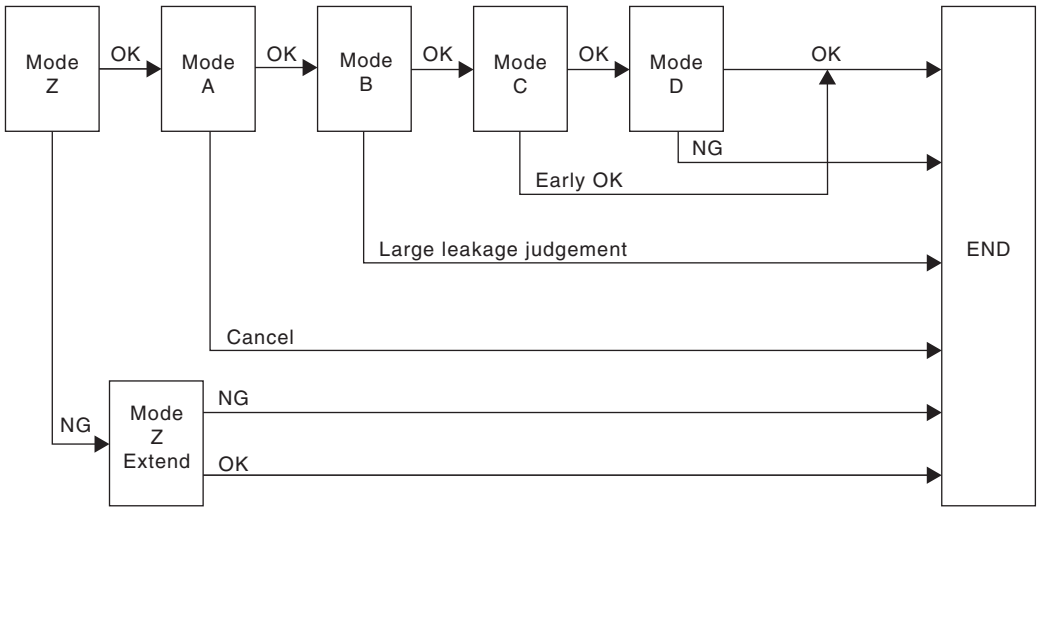
Check if there is a leakage in fuel system or not, and perform the function diagnosis of valve.



(A)	Fuel line	(B)	Evaporation fuel line		
(1)	Fuel gauge	(9)	Drain valve	(17)	Jet pump
(2)	Combination meter	(10)	Canister	(18)	Fuel cut valve
(3)	Fuel injector	(11)	Engine control module (ECM)	(19)	Fuel tank
(4)	Pressure regulator	(12)	Pressure control valve	(20)	Vent valve
(5)	Throttle body	(13)	Fuel tank pressure sensor	(21)	Shut-off valve
(6)	Intake manifold	(14)	Fuel temperature sensor	(22)	Drain filter
(7)	Fuel filter	(15)	Fuel level sensor	(23)	Fuel sub level sensor
(8)	Purge control solenoid valve	(16)	Fuel pump		

In this system diagnosis, check for leakage and valve function is conducted by changing the fuel tank pressure and monitoring the pressure change using the fuel tank pressure sensor. When in 0.04 inch diagnosis, perform in the order of mode Z → mode A → mode B → mode C and mode D; When in 0.02 inch diagnosis, perform in the order of mode A → mode B → mode C → mode D and mode E.

0.04-inch Diagnosis

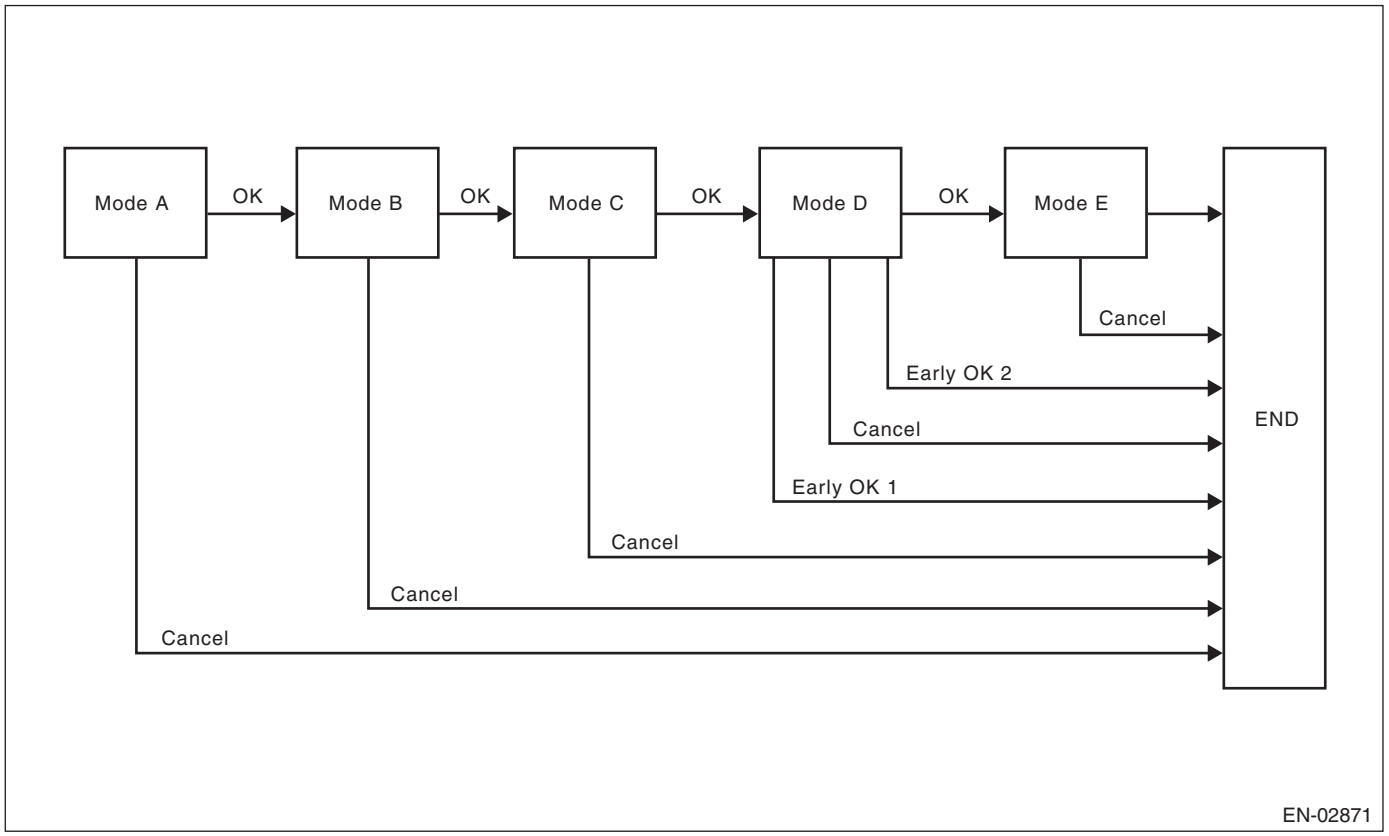


Mode	Mode Description	Diagnosis Period
Mode Z (Purge control solenoid valve opening failure diagnosis)	Perform purge control solenoid valve opening failure diagnosis from the size of tank pressure variation from diagnosis start.	0 ms + 3000 ms — 0 ms + 3000 ms + 13000 ms
Mode A (Estimated evaporation amount)	Calculate the tank pressure change amount (P1).	16000 ms
Mode B (Sealed negative pressure, large leakage judgment)	Decrease the pressure in the tank to the target value by introducing the intake manifold pressure to the fuel tank. If the tank pressure cannot be reduced, it is diagnosed as large leak.	0 — 10000 ms + 25000 ms
Mode C (Pressure increase check, advanced OK judgment)	Wait until the tank pressure returns to the target (start level of P2 calculation). If the tank pressure does not become the value, make advanced OK judgment.	0 — 15000 ms
Mode D (Negative pressure variation measurement, evaporation leakage diagnosis)	Calculate the tank pressure variation (P2), and obtain the diagnostic value using P1 found in Mode A. Perform the evaporation diagnosis using the diagnostic value.	0 ms + 16000 ms

Mode Table for Evaporative Emission Control System Diagnosis

Mode	Behavior of tank internal pressure under normal conditions	Diagnostic item	DTC
Mode Z	Roughly the same as barometric pressure (Same as 0 kPa (0 mmHg, 0 inHg))	Purge control solenoid valve is judged to be open.	P0457
Mode A	Pressure is in proportion to amount of evaporative emission.	—	None
Mode B	Negative pressure is formed due to intake manifold negative pressure	Large leak	P0457
Mode C	Reaches target pressure	—	None
Mode D	Pressure change is small.	EVAP system large leak determination. [1.0 mm (0.04 in)]	P0442

0.02-inch Diagnosis



Mode	Mode Description	Diagnosis Period
Mode A (0 point compensation)	When the pressure in the tank is not near 0 mmHg, wait until it returns to 0 point (near 0 mmHg).	0 — Value of Map 1
Mode B (Negative pressure introduced)	Decrease the pressure in the tank to the target value by introducing the intake manifold pressure to the fuel tank.	0 — Value of Map 2
Mode C (Negative pressure maintained)	Wait until the tank pressure returns to the target (start level of P2 calculation).	0 — 17434 ms + 0 + Value of Map 2
Mode D (Negative pressure change calculated)	Calculate the time it takes for the tank pressure to change to the Mode E shifting pressure. If the tank pressure does not change to the Mode E shifting pressure, make advanced OK judgment.	0 — 0 ms + 200000 ms
Mode E (Evaporation generated amount calculation)	Calculate the amount of evaporation (P1).	0 — 0 ms + 200000 ms + Value of Map 3

Map1

Fuel level (ℓ , US gal, Imp gal)	0	10, 2.64, 2.2	20, 5.28, 4.4	30, 7.93, 6.6	40, 10.57, 8.8	50, 13.21, 11	60, 15.85, 13.2
Time Needed for Diagnosis (ms)	12000	12000	11000	10000	7500	5000	5000

Map2

Fuel level (ℓ , US gal, Imp gal)	0	10, 2.64, 2.2	20, 5.28, 4.4	30, 7.93, 6.6	40, 10.57, 8.8	50, 13.21, 11	60, 15.85, 13.2
Time Needed for Diagnosis (ms)	19000	19000	19500	20000	20000	20000	20000

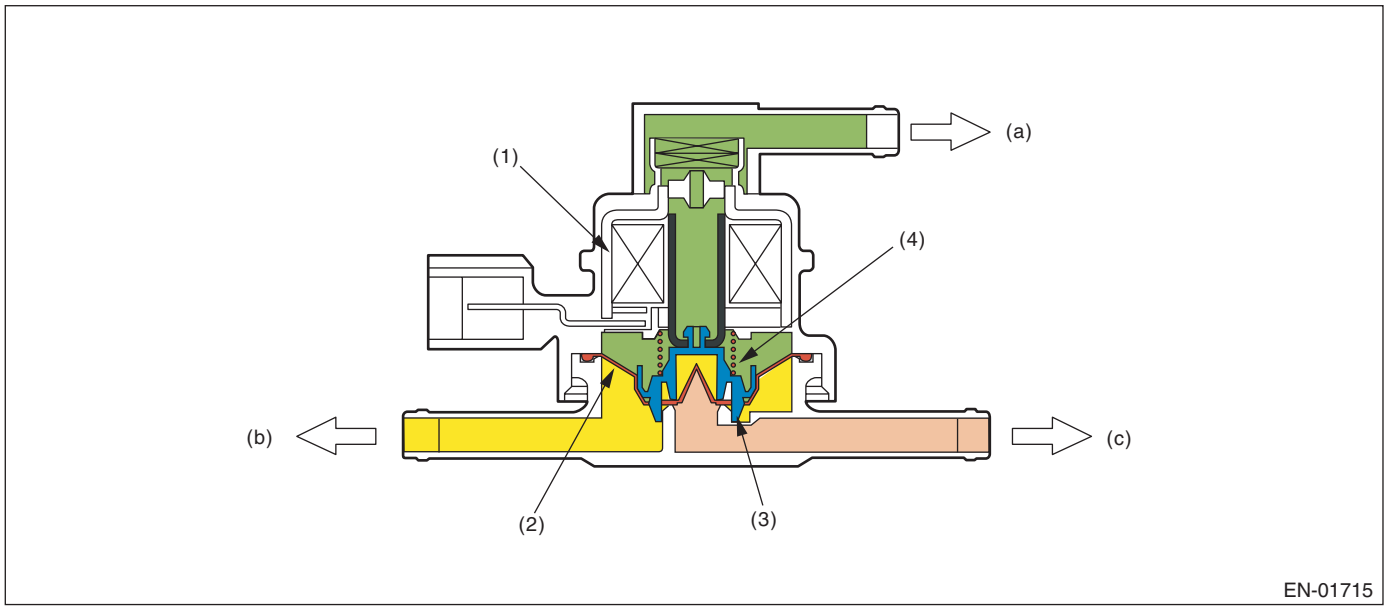
Map 3

Fuel level (ℓ , US gal, Imp gal)	0	10, 2.64, 2.2	20, 5.28, 4.4	30, 7.93, 6.6	40, 10.57, 8.8	50, 13.21, 11	60, 15.85, 13.2
Time Needed for Diagnosis (ms)	80000	80000	80000	80000	60000	40000	40000

2. COMPONENT DESCRIPTION

Pressure control solenoid valve

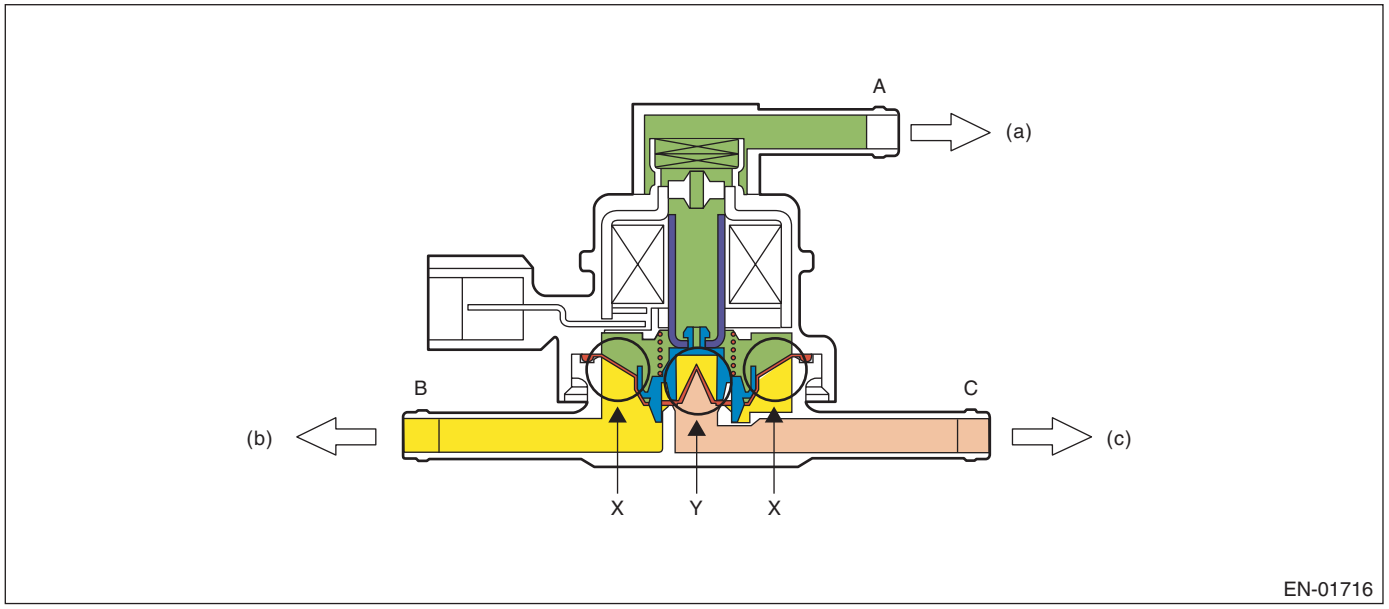
PCV controls the fuel tank pressure to be equal to the atmospheric air pressure. Normally, the solenoid is set to OFF. The valve opens and closes mechanically in accordance with the pressure difference between tank and atmospheric air, or tank and canister.
The valve is forcibly opened by setting the solenoid to ON at the time of diagnosis.



(1) Solenoid
(2) Diaphragm
(3) Valve
(4) Spring
(a) Atmospheric pressure
(b) Fuel tank
(c) Canister

Valve Operation and Air Flow

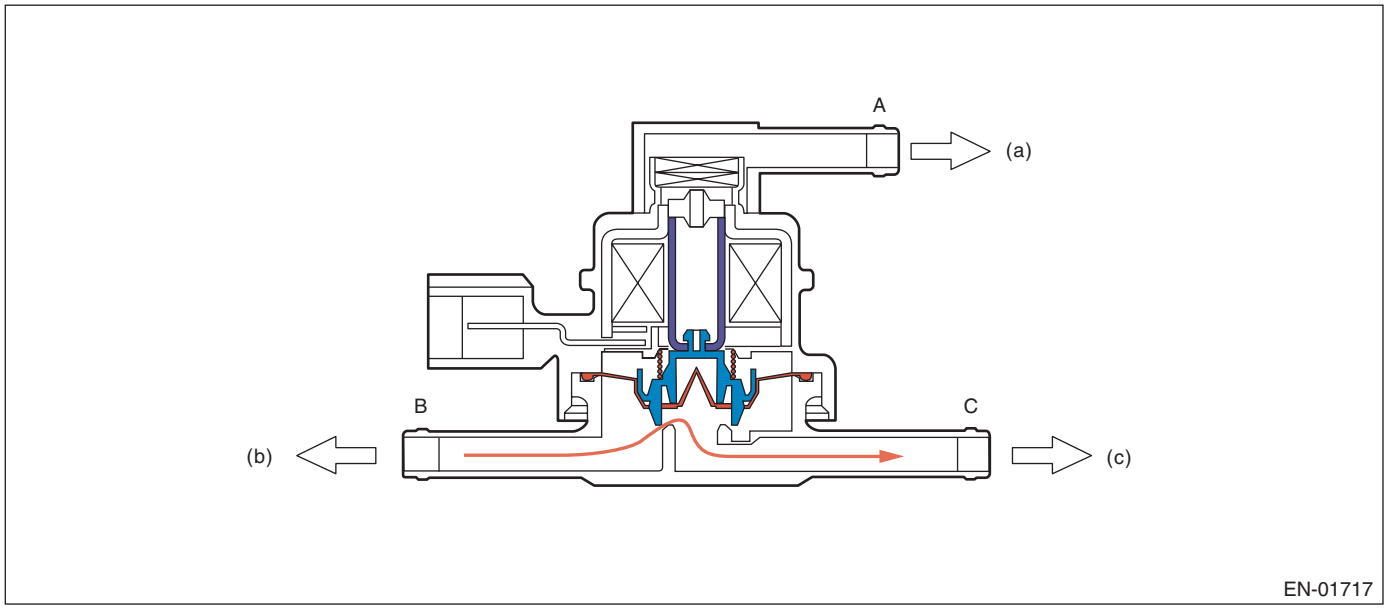
In the figure below, divided by the diaphragm, the part above X is charged with atmospheric air pressure, and the part below X is charged with tank pressure. Also, the part above Y is charged with tank pressure, and the part below Y is charged with canister pressure.
If the atmospheric air pressure port is A, tank pressure port is B, and canister pressure port is C, the air flows according to pressure difference from each port as shown in the table below.



(a) Atmospheric pressure (b) Fuel tank (c) Canister

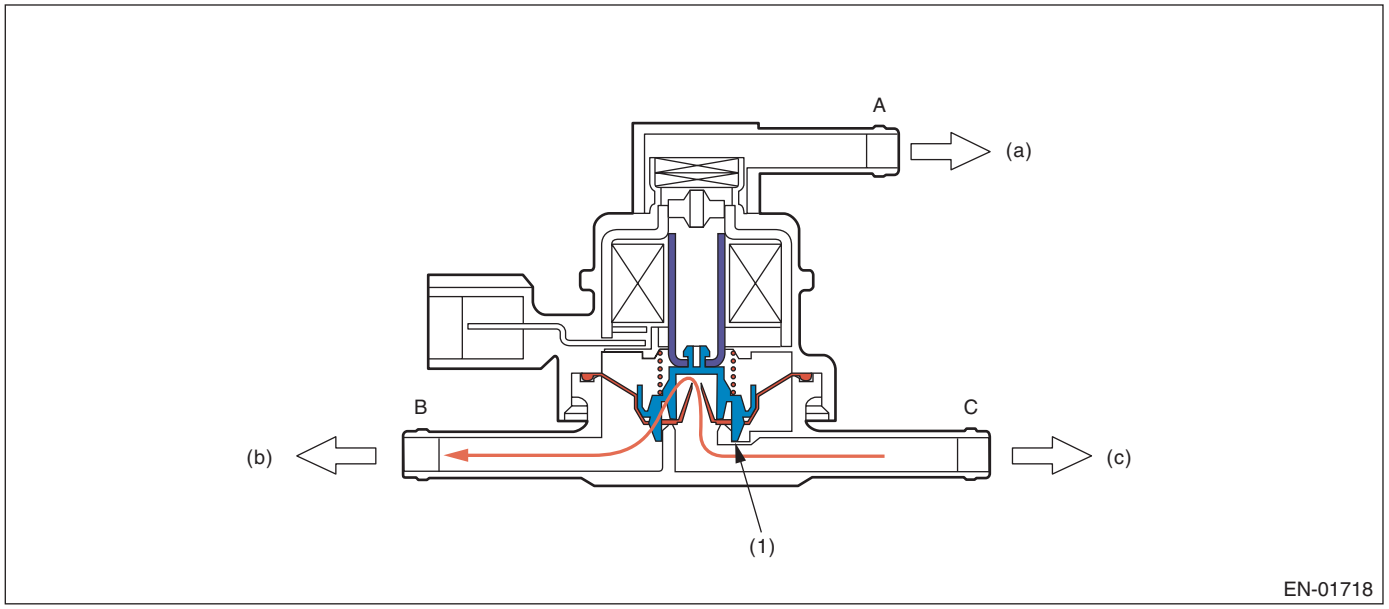
Condition of pressure	Flow
A < B (solenoid OFF)	B → C
B < C (solenoid OFF)	C → B
Solenoid ON	B ← → C

When A < B (solenoid OFF)



(a) Atmospheric pressure (b) Fuel tank (c) Canister

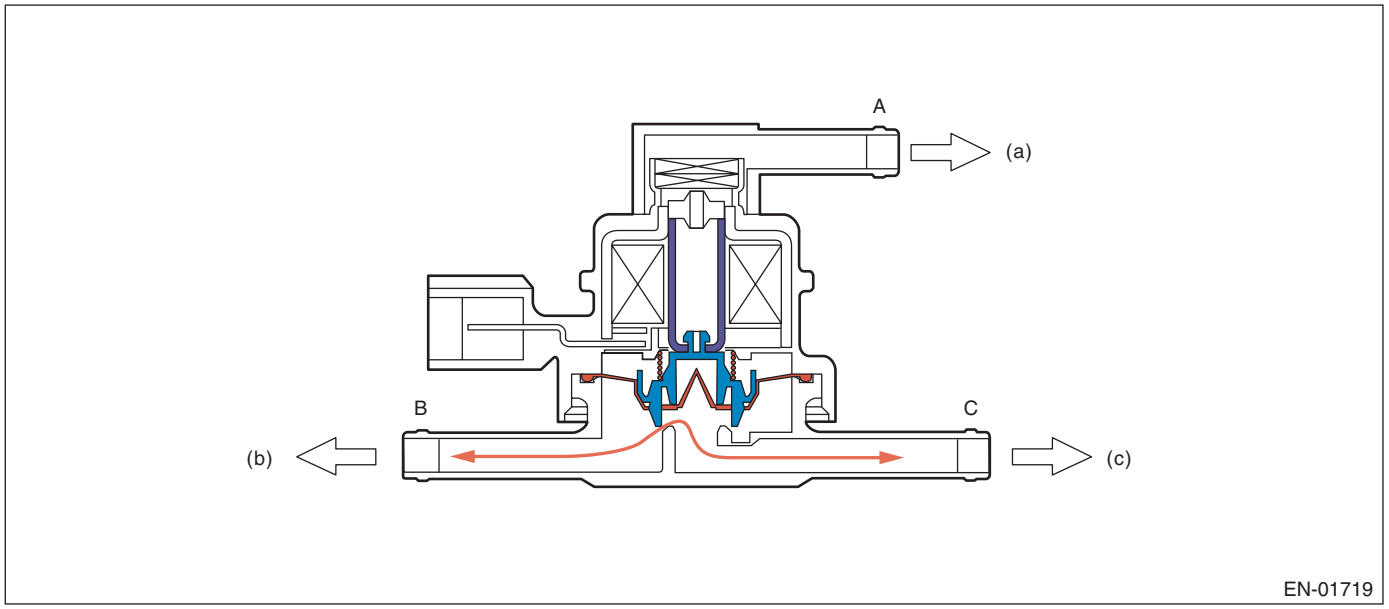
When B < C (solenoid OFF)



(1) Valve

(a) Atmospheric pressure
(b) Fuel tank
(c) Canister

When Solenoid is ON



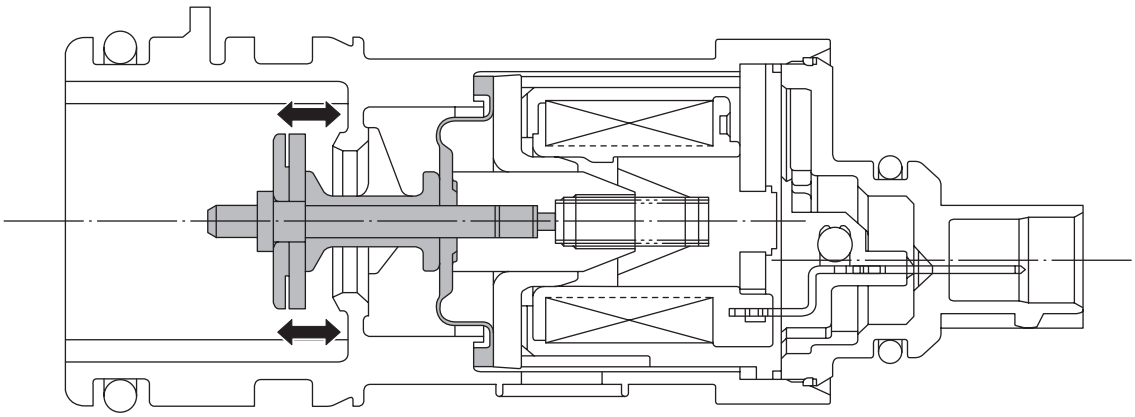
(a) Atmospheric pressure

(b) Fuel tank

(c) Canister

Drain valve

Drain valve controls the ambient air to be introduced to the canister.



3. ENABLE CONDITION

0.04-inch Diagnosis

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Barometric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)
Total time of canister purge operation	≥ 120000 ms
Elapsed time after starting the engine	≥ 856 s
Learning value of evaporation gas density	< 0.08
Engine speed	1050 rpm — 6000 rpm
Fuel tank pressure	≥ –4 kPa (–30 mmHg, –1.2 inHg)
Intake manifold relative vacuum (relative pressure)	≥ – 26.7 kPa (– 200 mmHg, – 7.9 inHg)
Vehicle speed	≥ 32 km/h (19.9 MPH)
Fuel level	9 ℓ (2.38 US gal, 1.98 Imp gal) — 51 ℓ (13.47 US gal, 11.22 Imp gal)
Closed air/fuel ratio control	In operation
Fuel temperature	–10 °C (14 °F) — 45 °C (113 °F)
Intake air temperature	≥ –10 °C (14 °F)
Pressure change every one second	< 1.7 mmHg (Mode A)
	< 1.7 mmHg (Mode D)
Minimum pressure change value every one second – Maximum pressure change value every one second	< 1.7 mmHg (Mode A)
	< 1.7 mmHg (Mode D)
Change of fuel level per 128 milliseconds	< 2.5 ℓ (0.66 US gal, 0.55 Imp gal)
Air fuel ratio	0.76 — 1.25

0.02-inch Diagnosis

Secondary Parameters	Enable Conditions
At starting a diagnosis	
Evap. diagnosis	Incomplete
Battery voltage	≥ 10.9 V
Barometric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)
Time since last incomplete 0.02-inch leakage diagnosis	
When cancelling in mode A	> 120000 ms
When cancelling in other than mode A	> 600000 ms
Total time of canister purge operation	≥ 120000 ms
Elapsed time after starting the engine	≥ 120 s
Fuel temperature	–10 °C (14 °F) — 55 °C (131 °F)
Fuel level	9 ℓ (2.38 US gal, 1.98 Imp gal) — 51 ℓ (13.47 US gal, 11.22 Imp gal)
Intake manifold relative vacuum (relative pressure)	≥ – 8 kPa (– 60 mmHg, – 2.4 inHg)
Fuel tank pressure	–0.7 kPa (–5 mmHg, –0.2 inHg) — 1.4 kPa (10.7 mmHg, 0.4 inHg)
Vehicle speed	50 km/h (31.1 MPH) — 510 km/h (316.9 MPH) continues for 125000 ms
Closed air/fuel ratio control	In operation
Engine speed	1050 rpm — 6000 rpm
During diagnosis	
Change of fuel level	≤ Value of Map 4
Pressure change every one second	< 0.1 kPa (0.44 mmHg, 0 inHg)
Minimum pressure change value every one second – Maximum pressure change value every one second	< 0.1 kPa (0.51 mmHg, 0 inHg) (Mode D)
|Pressure change in tank every second|	≤ 0.1 kPa (0.75 mmHg, 0 inHg)
Barometric pressure change	–0.5 kPa (–3.6 mmhg, –0.1 inHg) — 0.3 kPa (2.4 mmhg, 0.1 inHg) (Mode D) –0.3 kPa (–2.4 mmhg, –0.1 inHg) — 0.3 kPa (2.4 mmhg, 0.1 inHg) (Mode E)

Map4

Fuel level (ℓ , US gal, Imp gal)	0	10, 2.64, 2.2	20, 5.28, 4.4	30, 7.93, 6.6	40, 10.57, 8.8	50, 13.21, 11	60, 15.85, 13.2
Change (ℓ , US gal, Imp gal)	4.2, 1.11, 0.92	4.2, 1.11, 0.92	4.1, 1.08, 0.9	4, 1.06, 0.88	3.9, 1.03, 0.86	3.8, 1, 0.84	3.8, 1, 0.84

4. GENERAL DRIVING CYCLE

0.04-inch Diagnosis

- Perform the diagnosis only once in 856 seconds or more after starting the engine, at a constant speed of 32 km/h (20 MPH) or more.
- Pay attention to the fuel temperature and fuel level.

0.02-inch Diagnosis

- Perform the diagnosis when 125 seconds or more have passed at a constant engine speed of 50 km/h (31 MPH) or higher to judge as NG or OK.
- If judgment cannot be made, repeat the diagnosis.
- Pay attention to the fuel level.

5. DIAGNOSTIC METHOD

Purge control solenoid valve stuck open fault diagnosis

DTC
P0457 Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)

Purpose of Mode Z

When performing the leakage diagnosis of EVAP system, the purge control solenoid valve must operate normally. Therefore, mode Z is used to diagnose the purge control solenoid valve stuck open condition. Note that if a purge control solenoid valve stuck open fault is detected, the EVAP system leakage diagnosis is cancelled.

DIAGNOSTIC METHOD

Purge control solenoid valve functional diagnosis is performed by monitoring the tank pressure in mode Z.

- **Abnormality Judgment**

If OK judgment cannot be made, extend Mode Z, and Judge as NG when the following conditions are established after predetermined amount of time.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
evptez – evptezha	> 0.9 kPa (6.5 mmHg, 0.3 inHg)	P0457
evptezini	≤ 1.4 kPa (10.7 mmHg, 0.4 inHg)	
Time of 2.5 ℓ (0.66 US gal, 0.55 Imp gal) or more fuel no sloshing	≥ 40000 ms	

Time Needed for Diagnosis:0 ms + 3000 ms + 13000 ms

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

When judgment for purge control solenoid valve stuck open NG is made, end the evaporative diagnosis.

Cancel the evaporative diagnosis when the OK/NG judgment for purge control solenoid valve stuck open cannot be made in Mode Z.

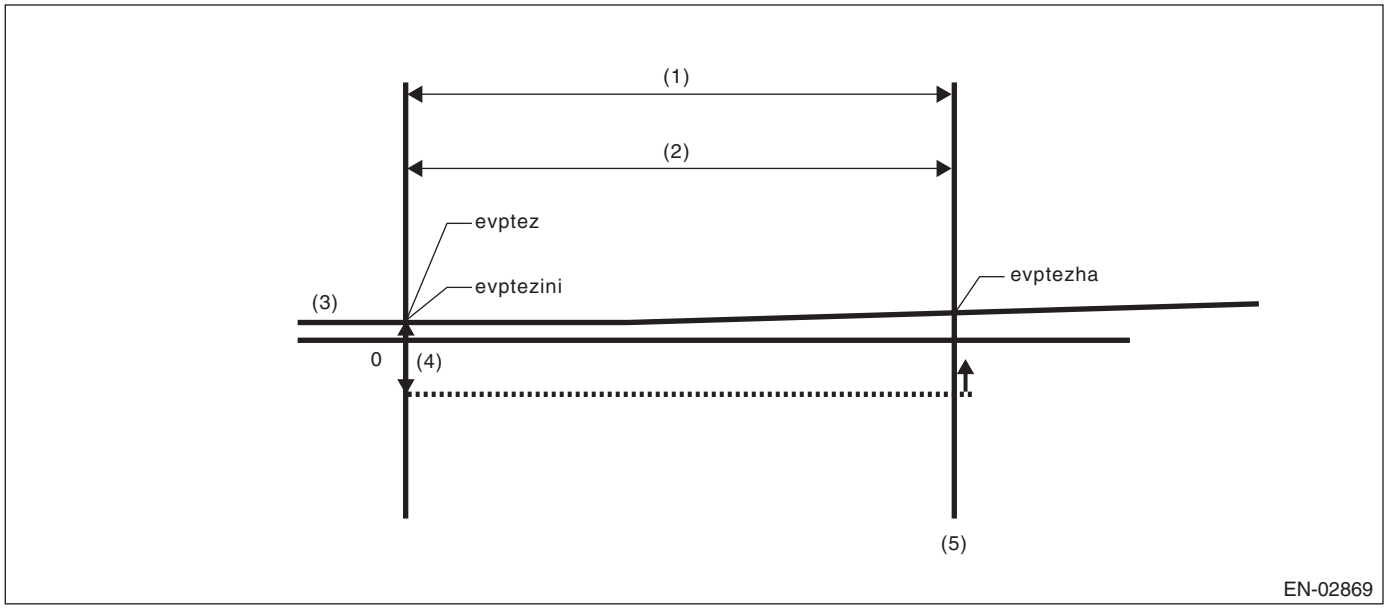
- **Normality Judgment**

Judge as OK and change to Mode A when the following conditions are established after predetermined time has passed since Mode Z started.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
evptez – evptezha	≤ 0.4 kPa (3 mmHg, 0.1 inHg)	P0457

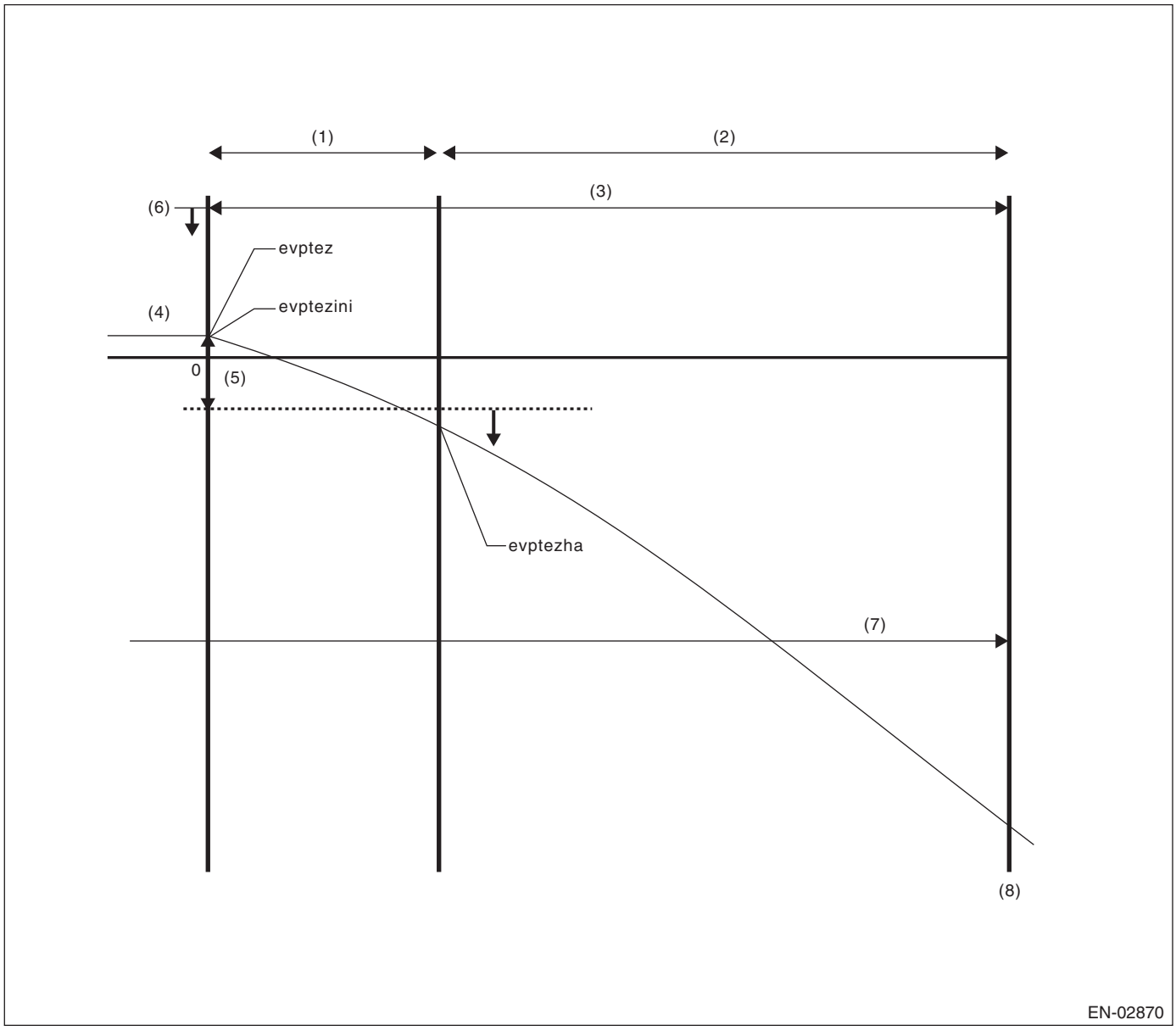
Normal



(1) Mode Z
(2) 3000 ms
(3) Fuel tank pressure
(4) 0.4 kPa (3 mmHg, 0.1 inHg)
(5) OK judgment

evptez – evptezha ≤ 0.4 kPa (3 mmHg, 0.1 inHg) Normal when above is established
Time Needed for Diagnosis:0 ms + 3000 ms

Purge control solenoid valve Open Fixation



(1)	Mode Z	(4)	Fuel tank pressure	(7)	40000 ms no fuel sloshing
(2)	Extended mode Z	(5)	0.9 kPa (6.5 mmHg, 0.3 inHg)	(8)	NG judgment
(3)	3000 ms + 13000 ms	(6)	1.4 kPa (10.7 mmHg, 0.4 inHg)		

- evptezini ≤ 1.4 kPa (10.7 mmHg, 0.4 inHg)
- evptez – evptezha > 0.9 kPa (6.5 mmHg, 0.3 inHg)
- No fuel sloshing of over 2.5 ℓ (0.66 US gal, 0.55 Imp gal) lasts for more than 40000 ms.

Judge as abnormal when all are established.

Leak Diagnosis

DTC
P0442 Evaporative Emission Control System Leak Detected (Small Leak)
P0457 Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)

- The diagnostic consists of creating a sealed vacuum in the fuel tank and then determining the presence of leakage from the speed at which the tank internal pressure returns to barometric pressure.
- The diagnosis is divided into the following five phases.

Mode A: (Estimated evaporation gas amount)
Calculate the tank pressure change amount (P1) when using mode A. After calculating P1, switch to mode B.
Mode B: (Negative pressure sealed)
Introduce negative pressure in the intake manifold to the tank.
Approx. 0 → –1.4 kPa (0 → –10.5 mmHg, 0 → –0.4 inHg)
When the pressure above (desired negative pressure) is reached, enters Mode C.
In this case, if the tank pressure does not reach the target negative pressure, judge that there is a large leakage in the system and terminate the evaporative emission control system diagnosis.
Abnormality Judgment
Judge as NG (large leakage) when the following conditions are established.
Judgment Value

Malfunction Criteria	Threshold Value	DTC
Time to reach target negative pressure	≥ 10000 ms + 25000 ms	P0457
or		
Mode B time	≥ 10000 ms	
(Min. pressure value in tank when in mode B) – (Tank pressure when mode B started)	> –0.5 kPa (–4 mmHg, –0.2 inHg)	

Time Needed for Diagnosis:0 ms + 3000 ms + 16000 ms + 10000 ms + 25000 ms
Mode C: (Check pressure rise)
Stop the introduction of negative pressure. (Wait until the tank pressure returns to the start level of P2 calculation.)
Change to Mode D when the tank pressure returns to the start level of P2 calculation.
Judge immediate OK and change to Mode E when it does not return in spite of spending the specified time.

Tank pressure when starting calculation of P2	Time for advanced OK judgment
–1.3 kPa (–9.75 mmHg, –0.4 inHg)	15000 ms

Time Needed for Diagnosis:0 ms + 3000 ms + 16000 ms + 10000 ms + 25000 ms + 15000 ms
Mode D: (Measure amount of negative pressure change)
Monitor the tank pressure change amount when using mode D. In this case, the tank pressure increases, (nears barometric pressure) because evaporation occurs. However, if any leakage exists, the pressure increases additionally in proportion to this leakage. The pressure variation of this tank is P2.
After calculating P2, perform a small leak diagnosis according to the items below.
When Mode D is ended
Assign tank variations measured in Mode A and Mode D, P1 and P2, to the formula below, judge small leaks in the system. If the measured judgment value exceeds the threshold value, it is judged to be a malfunction.

Abnormality Judgment

Judge as NG when the following conditions are established within the predetermined time. Judge as OK and clear the NG if the following conditions are not established within the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
P2 – 1.5 – × P1 P2: Tank pressure that changes every 16000 ms in mode D P1: Tank pressure that changes every 16000 ms in mode A	> Value of Map 5	P0442

*1.5 –: Evaporation amount compensation value when below negative pressure (Amount of evaporation occurrence increases as a vacuum condition increases.)

Map 5 Malfunction criteria limit for evaporation diagnosis

Fuel temperature vs. Fuel level	5 °C (41 °F)	15 °C (59 °F)	25 °C (77 °F)	35 °C (95 °F)	45 °C (113 °F)
0 ℓ (0 US gal, 0 Imp gal)	0.5 kPa (3.68 mmHg, 0.1 inHg)	0.5 kPa (3.68 mmHg, 0.1 inHg)	0.5 kPa (3.95 mmHg, 0.2 inHg)	0.5 kPa (4.07 mmHg, 0.2 inHg)	0.6 kPa (4.17 mmHg, 0.2 inHg)
10 ℓ (2.64 US gal, 2.2 Imp gal)	0.5 kPa (3.68 mmHg, 0.1 inHg)	0.5 kPa (3.68 mmHg, 0.1 inHg)	0.5 kPa (3.95 mmHg, 0.2 inHg)	0.5 kPa (4.07 mmHg, 0.2 inHg)	0.6 kPa (4.17 mmHg, 0.2 inHg)
20 ℓ (5.28 US gal, 4.4 Imp gal)	0.5 kPa (3.77 mmHg, 0.1 inHg)	0.5 kPa (3.79 mmHg, 0.1 inHg)	0.5 kPa (4.01 mmHg, 0.2 inHg)	0.6 kPa (4.17 mmHg, 0.2 inHg)	0.6 kPa (4.27 mmHg, 0.2 inHg)
30 ℓ (7.93 US gal, 6.6 Imp gal)	0.5 kPa (3.85 mmHg, 0.2 inHg)	0.5 kPa (3.9 mmHg, 0.2 inHg)	0.5 kPa (4.06 mmHg, 0.2 inHg)	0.6 kPa (4.27 mmHg, 0.2 inHg)	0.6 kPa (4.48 mmHg, 0.2 inHg)
40 ℓ (10.57 US gal, 8.8 Imp gal)	0.7 kPa (4.88 mmHg, 0.2 inHg)	0.7 kPa (4.9 mmHg, 0.2 inHg)	0.7 kPa (4.98 mmHg, 0.2 inHg)	0.7 kPa (5.32 mmHg, 0.2 inHg)	0.8 kPa (5.73 mmHg, 0.2 inHg)
50 ℓ (13.21 US gal, 11 Imp gal)	0.8 kPa (5.9 mmHg, 0.2 inHg)	0.8 kPa (5.9 mmHg, 0.2 inHg)	0.8 kPa (5.9 mmHg, 0.2 inHg)	0.9 kPa (6.38 mmHg, 0.3 inHg)	0.9 kPa (6.6 mmHg, 0.3 inHg)
60 ℓ (15.85 US gal, 13.2 Imp gal)	0.8 kPa (5.9 mmHg, 0.2 inHg)	0.8 kPa (5.9 mmHg, 0.2 inHg)	0.8 kPa (5.9 mmHg, 0.2 inHg)	0.9 kPa (6.38 mmHg, 0.3 inHg)	0.9 kPa (6.6 mmHg, 0.3 inHg)

Time Needed for Diagnosis:0 ms + 3000 ms + 16000 ms + 10000 ms + 25000 ms + 15000 ms + 16000 ms
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Leak Diagnosis

DTC
P0456 Evaporative Emission Control System Leak Detected (very small leak)

- The diagnostic consists of creating a sealed vacuum in the fuel tank and then determining the presence of leakage from the speed at which the tank internal pressure returns to barometric pressure.
- The diagnosis is divided into the following five phases.

Mode A: (0 point compensation)
When the pressure in the tank is not near 0 mmHg, wait until it returns to 0 point (near 0 mmHg). Shift to mode B when returned to the 0 point. Cancel the diagnosis when 0 point does not return in the specified time.
Mode B: (Negative pressure introduced)
Introduce negative pressure in the intake manifold to the tank.
Approx. 0 → –2 kPa (0 → –15 mmHg, 0 → –0.6 inHg)
When the pressure above (desired negative pressure) is reached, enters Mode C.
When the tank internal pressure does not reach the target negative pressure, the diagnosis is cancelled.
Mode C: (Negative pressure maintained)
Stop the introduction of negative pressure. (Wait until the tank pressure returns to the start level of P2 calculation.)
Change to Mode D either when the tank pressure returns to the start level of P2 calculation, or when the predetermined amount of time has passed.
Mode D: (Calculate the amount of negative pressure change)
Monitor the tank pressure in mode D, calculate the pressure change in the tank (P2), and measure the time (evpdset) for the tank pressure to change to the Mode E shifting pressure. When the Mode E shifting pressure is reached, Mode E is entered. If it does not change to the Mode E shifting pressure after the predetermined amount of time has passed, make advanced OK judgment or cancel the diagnosis according to the value of P2.
Normality Judgment
Judge as OK when the following conditions are established.
Judgment Value

Malfunction Criteria	Threshold Value
Advanced OK judgment 1	
Mode D time	≥ 0 ms + 10000 ms
Tank internal pressure	≤ Value of Map 6
Advanced OK judgment 2	
Mode D time	≥ 0 ms + 200000 ms
P2	≤ Value of Map 7

Map6

Fuel level (ℓ , US gal, Imp gal)	0, 0, 0	10, 2.64, 2.2	20, 5.28, 4.4	30, 7.93, 6.6	40, 10.57, 8.8	50, 13.21, 11	60, 15.85, 13.2
Tank pressure (kPa, mmHg, inHgl)	–2, –14.8, –0.6	–2, –14.8, –0.6	–2, –14.65, –0.6	–1.9, –14.5, –0.6	–1.9, –13.9, –0.5	–1.8, –13.2, –0.5	–1.8, –13.2, –0.5

Map7

Fuel level (ℓ , US gal, Imp gal)	0, 0, 0	10, 2.64, 2.2	20, 5.28, 4.4	30, 7.93, 6.6	40, 10.57, 8.8	50, 13.21, 11	60, 15.85, 13.2
Tank pressure (kPa, mmHg, inHgl)	0.9, 7, 0.3	0.9, 7, 0.3	1.1, 8.3, 0.3	1.3, 9.6, 0.4	1.3, 9.6, 0.4	1.3, 9.6, 0.4	1.3, 9.6, 0.4

Mode E: (Evaporation occurrence amount calculation)
Calculate the change of tank pressure with the time evpdset (P1) to judge as NG/OK according to the value of P1. (ambiguous determination acceptable).

- **Abnormality Judgment**

Judge as NG when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
P1	< Value of Map 8

Map 8 Malfunction criteria limit for evaporation diagnosis

Time (evpdset) vs. Fuel level	0 ms	30000 ms	80000 ms	100000 ms	150000 ms	200000 ms
0 ℓ (0 US gal, 0 Imp gal)	0 kPa (0 mmHg, 0 inHg)	0.2 kPa (1.6 mmHg, 0.1 inHg)	0.3 kPa (2.2 mmHg, 0.1 inHg)	0.3 kPa (2.2 mmHg, 0.1 inHg)	0.3 kPa (2.2 mmHg, 0.1 inHg)	0.3 kPa (2.2 mmHg, 0.1 inHg)
10 ℓ (2.64 US gal, 2.2 Imp gal)	0 kPa (0 mmHg, 0 inHg)	0.2 kPa (1.6 mmHg, 0.1 inHg)	0.3 kPa (2.2 mmHg, 0.1 inHg)	0.3 kPa (2.2 mmHg, 0.1 inHg)	0.3 kPa (2.2 mmHg, 0.1 inHg)	0.3 kPa (2.2 mmHg, 0.1 inHg)
30 ℓ (7.93 US gal, 6.6 Imp gal)	0 kPa (0 mmHg, 0 inHg)	0.2 kPa (1.6 mmHg, 0.1 inHg)	0.3 kPa (2.2 mmHg, 0.1 inHg)	0.3 kPa (2.2 mmHg, 0.1 inHg)	0.3 kPa (2.2 mmHg, 0.1 inHg)	0 kPa (0 mmHg, 0 inHg)
50 ℓ (13.21 US gal, 11 Imp gal)	0 kPa (0 mmHg, 0 inHg)	0.2 kPa (1.8 mmHg, 0.1 inHg)	0.3 kPa (2.2 mmHg, 0.1 inHg)	0.3 kPa (2.2 mmHg, 0.1 inHg)	0 kPa (0 mmHg, 0 inHg)	0 kPa (0 mmHg, 0 inHg)
60 ℓ (15.85 US gal, 13.2 Imp gal)	0 kPa (0 mmHg, 0 inHg)	0.2 kPa (1.8 mmHg, 0.1 inHg)	0.3 kPa (2.2 mmHg, 0.1 inHg)	0.3 kPa (2.2 mmHg, 0.1 inHg)	0 kPa (0 mmHg, 0 inHg)	0 kPa (0 mmHg, 0 inHg)
70 ℓ (18.49 US gal, 15.4 Imp gal)	0 kPa (0 mmHg, 0 inHg)	0.2 kPa (1.8 mmHg, 0.1 inHg)	0.3 kPa (2.2 mmHg, 0.1 inHg)	0.3 kPa (2.2 mmHg, 0.1 inHg)	0 kPa (0 mmHg, 0 inHg)	0 kPa (0 mmHg, 0 inHg)
80 ℓ (21.14 US gal, 17.6 Imp gal)	0 kPa (0 mmHg, 0 inHg)	0.2 kPa (1.8 mmHg, 0.1 inHg)	0.3 kPa (2.2 mmHg, 0.1 inHg)	0.3 kPa (2.2 mmHg, 0.1 inHg)	0 kPa (0 mmHg, 0 inHg)	0 kPa (0 mmHg, 0 inHg)

Time Needed for Diagnosis: Value of Map 1+ Value of Map 2 + 17434 ms + 0 + Value of Map 2 + 0 ms + 200000 ms + Value of Map 3 + 0 ms + 200000 ms

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

- **Normality Judgment**

Judge as OK when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
P1	> Value of Map 9

Map 9 Malfunction criteria limit for evaporation diagnosis

Time (evpdset) vs. Fuel level	0 ms	30000 ms	80000 ms	100000 ms	150000 ms	200000 ms
0 ℓ (0 US gal, 0 Imp gal)	0.2 kPa (1.2 mmHg, 0 inHg)	0.4 kPa (2.8 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)
10 ℓ (2.64 US gal, 2.2 Imp gal)	0.2 kPa (1.2 mmHg, 0 inHg)	0.4 kPa (2.8 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)
30 ℓ (7.93 US gal, 6.6 Imp gal)	0.2 kPa (1.2 mmHg, 0 inHg)	0.4 kPa (2.8 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)
50 ℓ (13.21 US gal, 11 Imp gal)	0.2 kPa (1.2 mmHg, 0 inHg)	0.4 kPa (3 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)
60 ℓ (15.85 US gal, 13.2 Imp gal)	0.2 kPa (1.2 mmHg, 0 inHg)	0.4 kPa (3 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)
70 ℓ (18.49 US gal, 15.4 Imp gal)	0.2 kPa (1.2 mmHg, 0 inHg)	0.4 kPa (3 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)
80 ℓ (21.14 US gal, 17.6 Imp gal)	0.2 kPa (1.2 mmHg, 0 inHg)	0.4 kPa (3 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)	0.5 kPa (3.4 mmHg, 0.1 inHg)

Time Needed for Diagnosis: Value of Map 1+ Value of Map 2 + 17434 ms + 0 + Value of Map 2 + 0 ms + 200000 ms + Value of Map 3 + 0 ms + 200000 ms

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

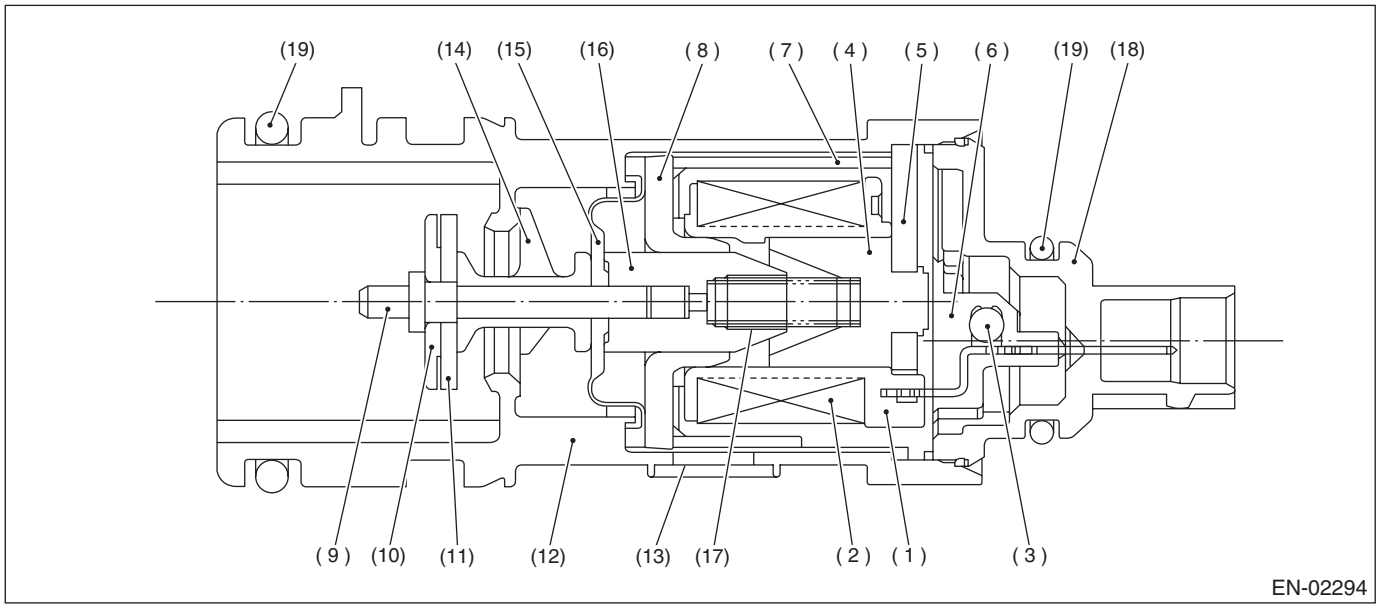
- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

BG:DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the drain valve.
Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



(1) Bobbin
(2) Coil
(3) Diode
(4) Stator core
(5) End plate
(6) Body
(7) Yoke
(8) Magnetic plate
(9) Shaft
(10) Plate
(11) Valve
(12) Housing
(13) Filter
(14) Retainer
(15) Diaphragm
(16) Movable core
(17) Spring
(18) Cover
(19) O-ring

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 1 second
Terminal output voltage when ECM outputs OFF signal	Low

Time Needed for Diagnosis:2500 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 1 second
Terminal output voltage when ECM outputs OFF signal	High

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Pressure control solenoid valve control: Open the pressure control solenoid valve.

9. ECM OPERATION AT DTC SETTING

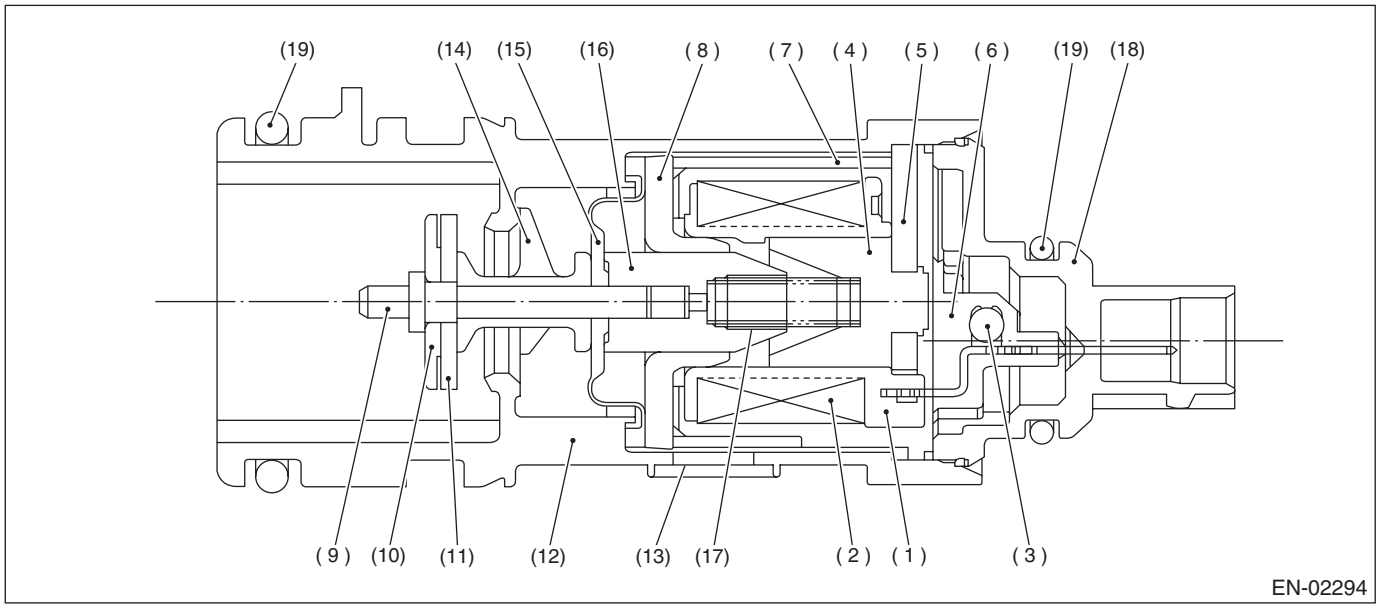
Memorize the freeze frame data. (For test mode $02)

BH:DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the drain valve.
Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



(1) Bobbin
(2) Coil
(3) Diode
(4) Stator core
(5) End plate
(6) Body
(7) Yoke
(8) Magnetic plate
(9) Shaft
(10) Plate
(11) Valve
(12) Housing
(13) Filter
(14) Retainer
(15) Diaphragm
(16) Movable core
(17) Spring
(18) Cover
(19) O-ring

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 1 second
Terminal output voltage when ECM outputs ON signal	High

Time Needed for Diagnosis:2500 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 1 second
Terminal output voltage when ECM outputs ON signal	Low

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Pressure control solenoid valve control: Open the pressure control solenoid valve.

9. ECM OPERATION AT DTC SETTING

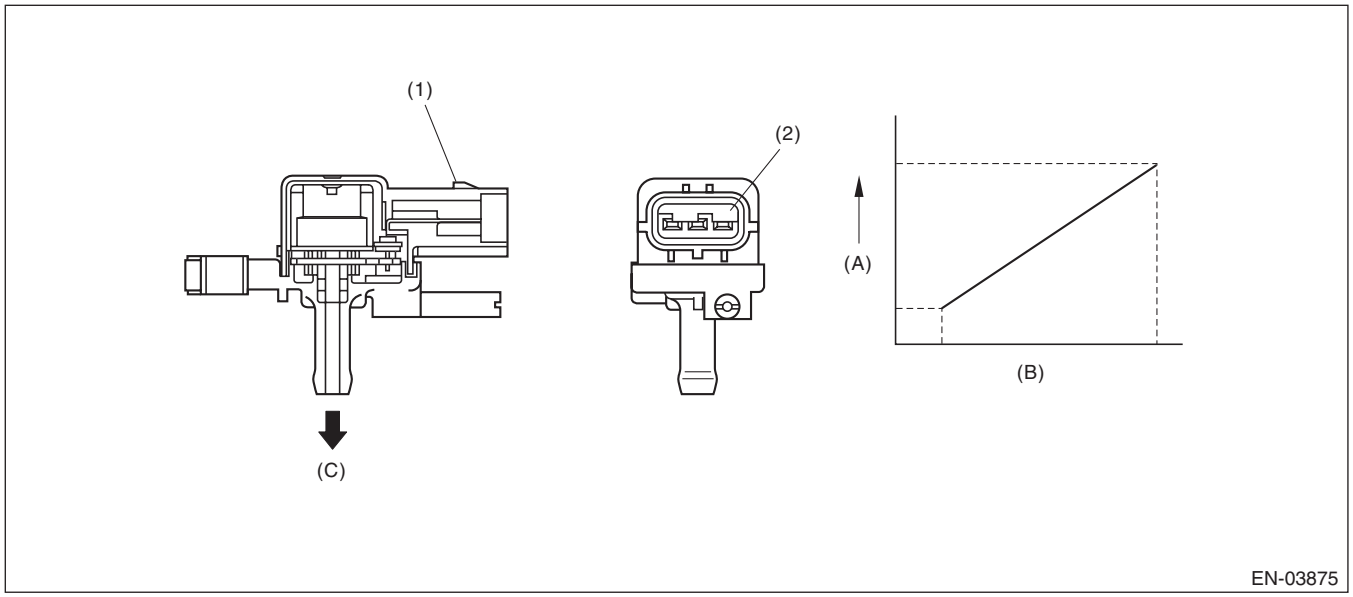
Memorize the freeze frame data. (For test mode $02)

BI: DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR

1. OUTLINE OF DIAGNOSIS

Detect the tank pressure sensor output property abnormality.
Judge as NG when there is no pressure variation, which should exist in the tank, considering the engine status.

2. COMPONENT DESCRIPTION



(1) Connector
(2) Terminals
(A) Output voltage
(B) Input voltage
(C) To fuel tank

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Elapsed time after starting the engine	≥ 60 s
Fuel level	≥ 9 ℓ (2.38 US gal, 1.98 Imp gal)
Fuel temperature	< 35 °C (95 °F)
Battery voltage	≥ 10.9 V
Barometric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)

4. GENERAL DRIVING CYCLE

- Perform the diagnosis continuously after 60 s have passed since the engine started.
- Pay attention to the fuel level and temperature.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Number of times that the difference between the Max. fuel level every 60 s and Min. fuel level every 60 s is 2 ℓ (0.53 US gal, 0.44 Imp gal) or more (with enable condition established)	≥ 16 time
Maximum – Minimum tank pressure (with enable condition completed)	< 0 kPa (0.375 mmHg, 0 inHg)
Maximum – Minimum fuel temperature (with enable condition completed)	≥ 7 °C (44.6 °F)

If the difference between the Max. fuel level every 60 s and Min. fuel level every 60 s is less than 2 ℓ (0.53 US gal, 0.44 Imp gal), extend 60 s and make judgment with the Max. and Min. values for the fuel level in 60 s × 2. If a difference does not appear, extend the time (60 s × 3, 60 s × 4, 60 s × 5) and continue the judgment. If the difference between the Max. fuel level every 60 s and Min. fuel level every 60 s is 2 ℓ (0.53 US gal, 0.44 Imp gal) or more, the diagnosis counter counts up.

Time Needed for Diagnosis:60 s × 16 time or more

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Maximum - Minimum tank pressure	≥ 0 kPa (0.375 mmHg, 0 inHg)

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Purge control solenoid valve control: Purge fixed mode is prohibited.

9. ECM OPERATION AT DTC SETTING

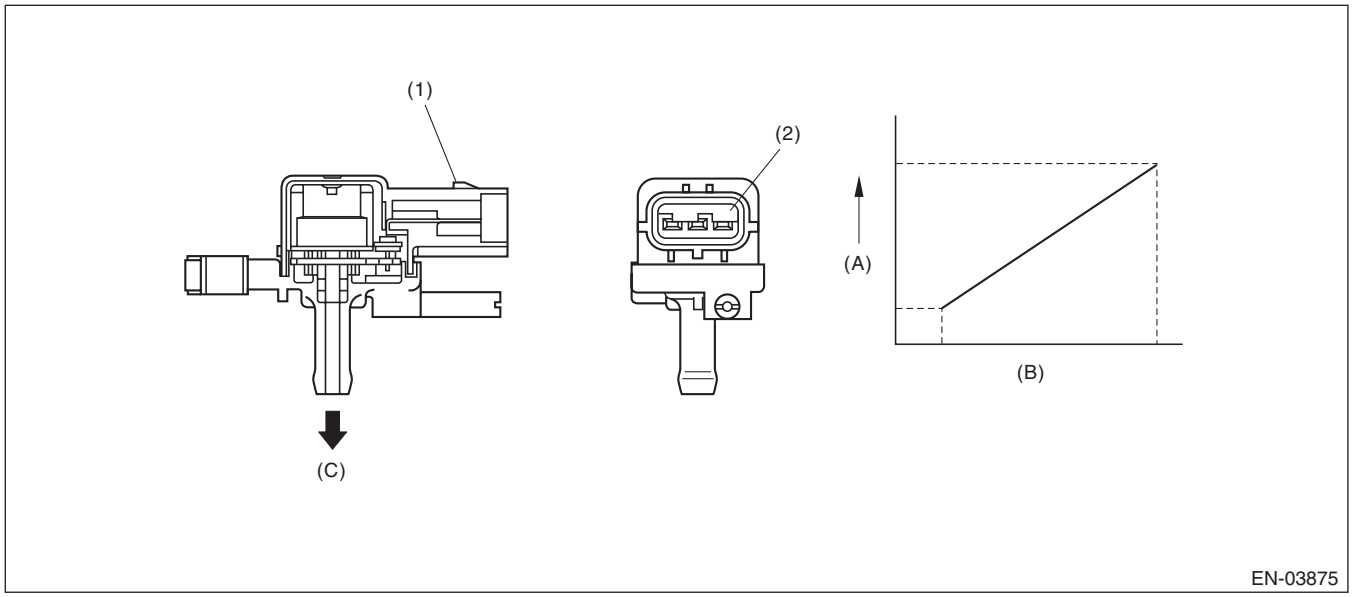
Memorize the freeze frame data. (For test mode $02)

BJ:DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the fuel tank pressure sensor.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Connector
(2) Terminals
(A) Output voltage
(B) Input voltage
(C) To fuel tank

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	< –7.5 kPa (–55.9 mmHg, –2.2 inHg)
Battery voltage	≥ 10.9 V

Time Needed for Diagnosis:15000 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	≥ –7.5 kPa (–55.9 mmHg, –2.2 inHg)
Battery voltage	≥ 10.9 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Purge control solenoid valve control: Purge fixed mode is prohibited.

9. ECM OPERATION AT DTC SETTING

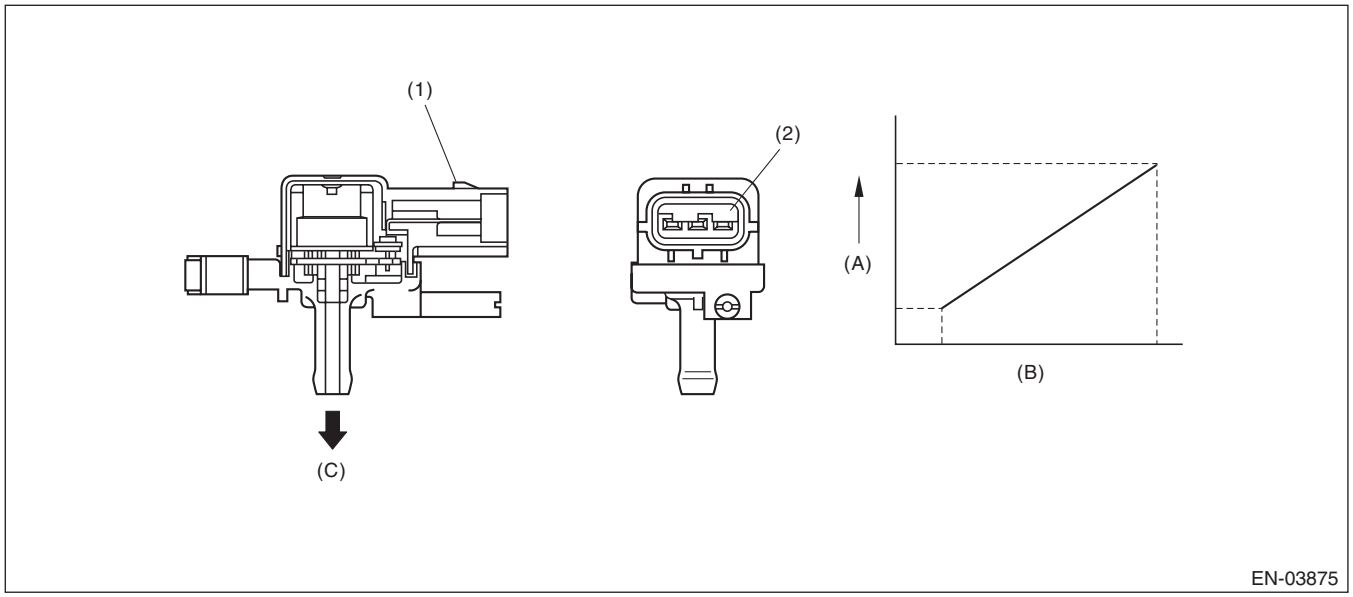
Memorize the freeze frame data. (For test mode $02)

BK:DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the fuel tank pressure sensor.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Connector
(2) Terminals
(A) Output voltage
(B) Input voltage
(C) To fuel tank

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Time needed for all secondary parameters to be in enable conditions	≥ 5000 ms
Vehicle speed	≥ 2 km/h (1.2 MPH)
All conditions of EVAP canister purge	Completed
Learning value of evaporation gas concentration (left and right)	< 0.08
Main feedback compensation coefficient (left and right)	≥ 0.9
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Perform the diagnosis when purging enable conditions are met without idling.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	≥ 7.9 kPa (59.6 mmHg, 2.3 inHg)
Fuel temperature	< 35 °C (95 °F)
Barometric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)

Time Needed for Diagnosis:15000 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	< 7.9 kPa (59.6 mmHg, 2.3 inHg)

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Purge control solenoid valve control: Purge fixed mode is prohibited.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

BL:DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK)

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P0442. <Ref. to GD(H4SO U5)-124, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

BM:DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF)

1. OUTLINE OF DIAGNOSIS

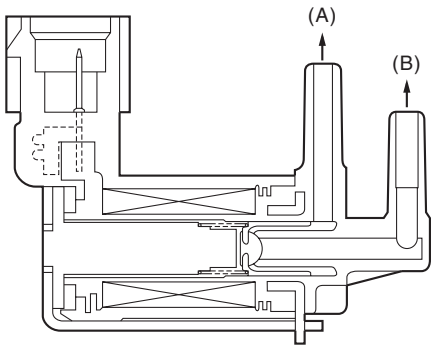
NOTE:
For the detection standard, refer to DTC P0442. <Ref. to GD(H4SO U5)-124, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

BN:DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the purge control solenoid valve.
Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



EN-01733

(A) To canister (B) To intake manifold

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 1 second

4. GENERAL DRIVING CYCLE

Always perform the diagnosis after starting the engine.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Duty ratio of “ON”	< 0.75
Terminal output voltage	Low

Time Needed for Diagnosis:2500 ms
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal output voltage	High

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

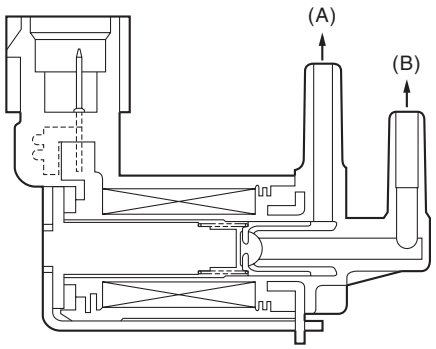
Memorize the freeze frame data. (For test mode $02)

BO:DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the purge control solenoid valve.
Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



EN-01733

(A) To canister (B) To intake manifold

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 1 second

4. GENERAL DRIVING CYCLE

Always perform the diagnosis after starting the engine.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Duty ratio of “ON”	≥ 0.25
Terminal output voltage	High

Time Needed for Diagnosis:2500 ms
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal output voltage	Low

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

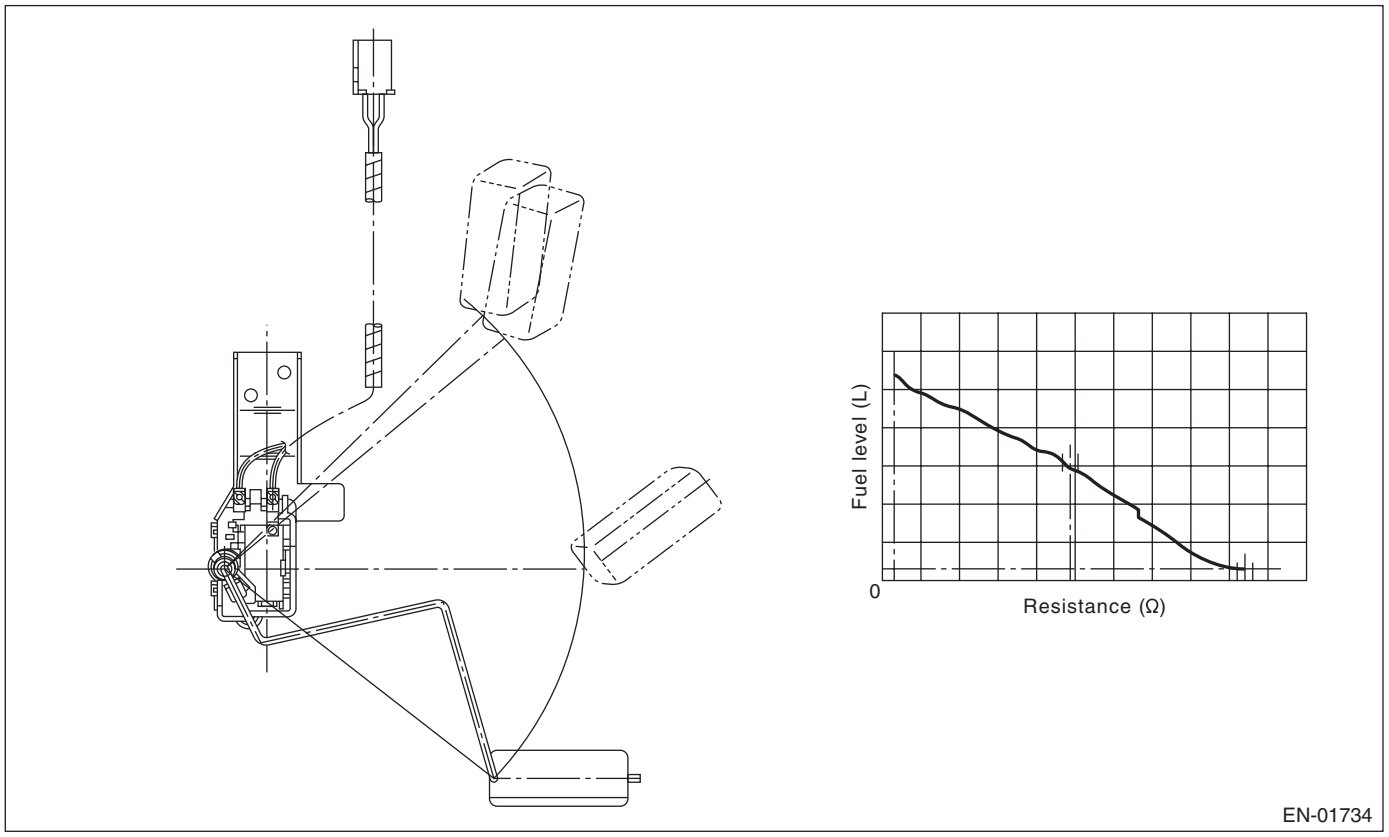
Memorize the freeze frame data. (For test mode $02)

BP:DTC P0461 FUEL LEVEL SENSOR “A” CIRCUIT RANGE/PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect malfunctions of the fuel level sensor output property.
If the fuel level does not vary in a particular driving condition / engine condition where it should, judge as NG.

2. COMPONENT DESCRIPTION



(A) Fuel level (B) Resistance

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge as NG when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Accumulated amount of intake air	≥ 330957 g (11672.85 oz)
Max. – Min. values of fuel level output	< 2.6 ℓ (0.69 US gal, 0.57 Imp gal)
Battery voltage	≥ 10.9 V
Engine speed	< 6000 rpm
Elapsed time after starting the engine	≥ 5000 ms

Time Needed for Diagnosis: Less than 1 second
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Accumulated amount of intake air	≥ 330957 g (11672.85 oz)
Max. – Min. values of fuel level output	≥ 2.6 ℓ (0.69 US gal, 0.57 Imp gal)
Battery voltage	≥ 10.9 V
Engine speed	< 6000 rpm
Elapsed time after starting the engine	≥ 5000 ms

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

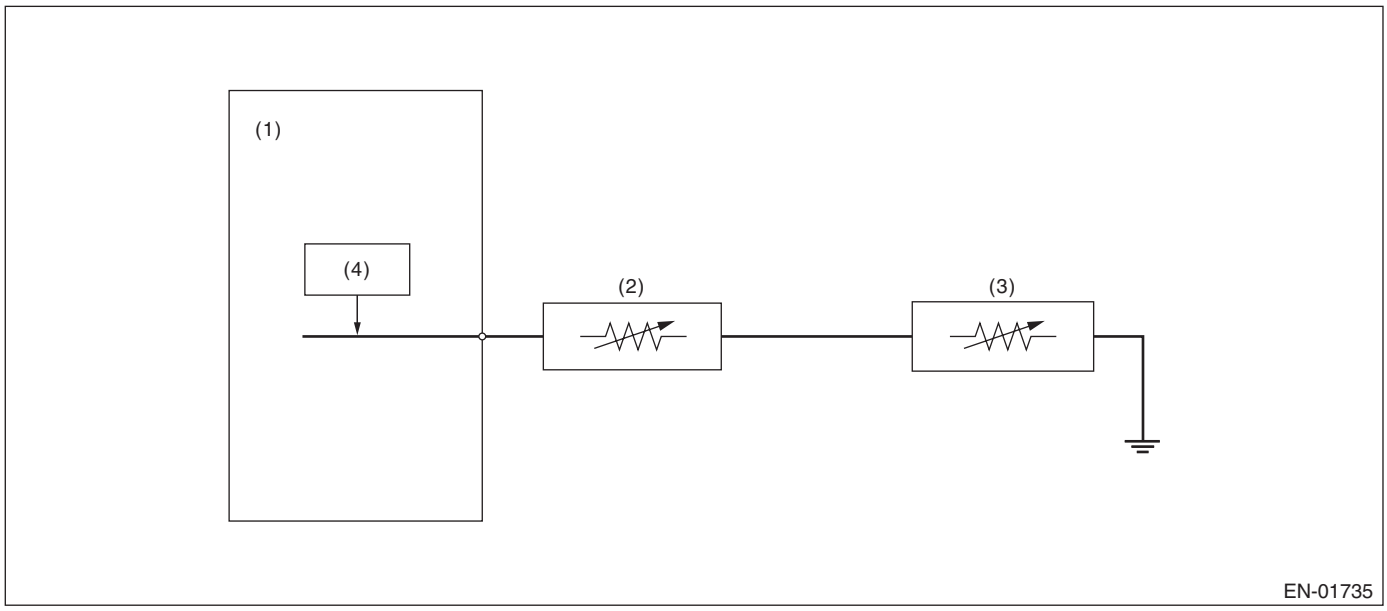
Memorize the freeze frame data. (For test mode $02)

BQ:DTC P0462 FUEL LEVEL SENSOR “A” CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of fuel level sensor. Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Fuel level sensor
(3) Fuel sub level sensor
(4) Detecting circuit

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 3000 ms
Output voltage	< 0.035 V

Time Needed for Diagnosis:2500 ms
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 3000 ms
Output voltage	≥ 0.035 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

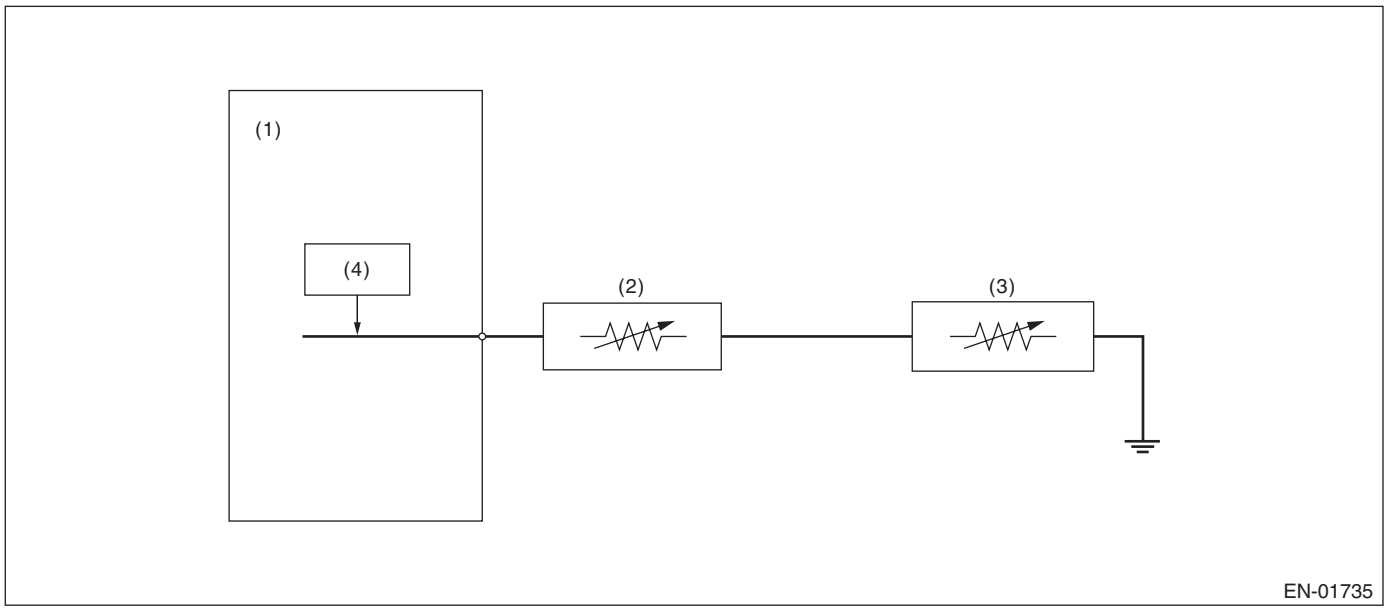
Memorize the freeze frame data. (For test mode $02)

BR:DTC P0463 FUEL LEVEL SENSOR “A” CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of fuel level sensor. Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Fuel level sensor
(3) Fuel sub level sensor
(4) Detecting circuit

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 3000 ms
Output voltage	≥ 4.91 V

Time Needed for Diagnosis:1000 ms
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 3000 ms
Output voltage	< 4.91 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

BS:DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT

1. OUTLINE OF DIAGNOSIS

Detect the unstable output faults from the fuel level sensor caused by noise. Judge as NG when the max. value and cumulative value of output voltage variation of the fuel level sensor is larger than the threshold value.

2. ENABLE CONDITION

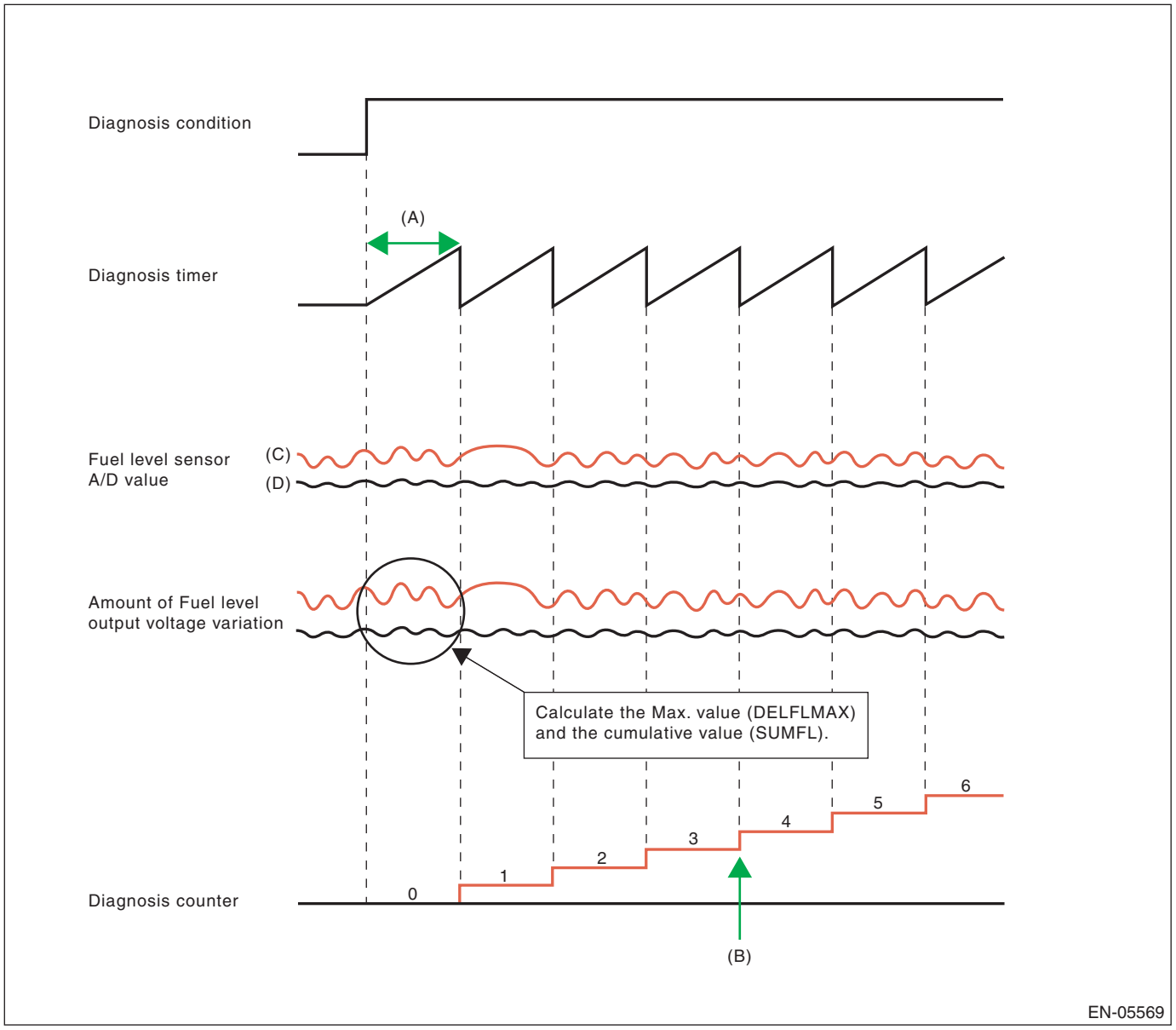
Malfunction Criteria	Threshold Value
Engine speed	≥ 500 rpm
Elapsed time after starting the engine	≥ 1 second
Battery voltage	≥ 10.9 V
Idle switch	ON
Fuel level	≥ 9 ℓ (2.38 US gal, 1.98 Imp gal) and < 51 ℓ (13.47 US gal, 11.22 Imp gal)
Vehicle speed = 0 km/h (0 MPH)	≥ 10000 ms

3. GENERAL DRIVING CYCLE

- Always perform the diagnosis continuously at idle speed.
- Pay attention to the fuel level.

4. DIAGNOSTIC METHOD

Calculate the Max. value (DELFLMAX) and cumulative value (SUMFL) of output voltage variation of fuel level sensor during 12.2 seconds. Judge it normal when both max. and cumulative values are not over the threshold value. Otherwise, when either of them is over the threshold value, the diagnosis counter counts up. Judge as NG if the counter indicated 4 time.



(A) 12288 ms
(B) NG at 4 time
(C) Malfunction
(D) Normal

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Integrated times of the condition reaching follows,	≥ 4 time
DELFLMAX	≥ Value from Map
or	
SUMFL	≥ 21.8 V
At this time, DELFLMAX: Maximum difference of sensor output for 12288 ms SUMFL: Integrated value of the sensor output deviation for 12288 ms	

Map

Fuel level (ℓ , US gal, Imp gal)	0, 0, 0	10, 2.64, 2.2	20, 5.28, 4.4	30, 7.93, 6.6	40, 10.57, 8.8	50, 13.21, 11	60, 15.85, 13.2
Measured voltage (V)	0.228	0.228	0.358	0.488	0.618	0.748	0.748

The diagnosis counter does not count up when the following conditions are completed within 12288 ms.

Maximum value – Minimum value of change of tank pressure for 12288 ms	≥ 0 kPa (0.375 mmHg, 0 inHg)
Maximum value – Minimum value of battery voltage for 12288 ms	≥ 1.65 V

Time Needed for Diagnosis:12288 ms × 4 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
DELFLMAX	< Value from Map
SUMFL	< 21.8 V
At this time, DELFLMAX: Maximum difference of sensor output for 12288 ms SUMFL: Integrated value of the sensor output deviation for 12288 ms	

Time Needed for Diagnosis:12288 ms

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

BT:DTC P0502 VEHICLE SPEED SENSOR “A” CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of vehicle speed sensor. Judge as NG when low vehicle speed (0 km/h (0 MPH) or more) is still present under the driving condition of the vehicle running at a certain speed.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine speed	< 4000 rpm
Deceleration fuel cut	In operation
Battery voltage	≥ 10.9 V

3. GENERAL DRIVING CYCLE

Perform diagnosis continuously during deceleration fuel cut at an engine speed of less than 4000 rpm.

4. DIAGNOSTIC METHOD

- **Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Vehicle speed	< 1 km/h (0.6 MPH)

Time Needed for Diagnosis:4000 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

- **Normality Judgment**

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Malfunction Criteria	Threshold Value
Vehicle speed	≥ 1 km/h (0.6 MPH)
Starter switch	OFF
Time elapsed after the starter switch ON → OFF	≥ 3000 ms

Time Needed for Diagnosis: Less than 1 second

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

- Vehicle speed sensor signal process: Vehicle speed = 10 km/h (6 MPH)
- ISC control: Open loop compensation is set to (1 g (0.04 oz)/s). Not allowed ISC feedback volume calculation.
- Radiator fan control: Both main and sub fan ON
- Tumble generator valve control: Open the tumble generator valve.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

BU:DTC P0503 VEHICLE SPEED SENSOR “A” INTERMITTENT/ERRATIC/HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of vehicle speed sensor. Judge as NG when high vehicle speed (300 km/h (186.4 MPH) or more) is still present under the driving condition of the vehicle running at a certain speed.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine speed	< 4000 rpm
Deceleration fuel cut	In operation
Battery voltage	≥ 10.9 V

3. GENERAL DRIVING CYCLE

Perform diagnosis continuously during deceleration fuel cut at an engine speed of less than 4000 rpm.

4. DIAGNOSTIC METHOD

- **Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Vehicle speed	≥ 240 km/h (149.1 MPH)

Time Needed for Diagnosis:4000 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

- **Normality Judgment**

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Malfunction Criteria	Threshold Value
Vehicle speed	< 240 km/h (149.1 MPH)
Starter switch	OFF
Time elapsed after the starter switch ON → OFF	≥ 3000 ms

Time Needed for Diagnosis: Less than 1 second

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

- Vehicle speed sensor signal process: Vehicle speed = 10 km/h (6 MPH)
- ISC control: Open loop compensation is set to (1 g (0.04 oz)/s). Not allowed ISC feedback volume calculation.
- Radiator fan control: Both main and sub fan ON
- Tumble generator valve control: Open the tumble generator valve.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

BV:DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED

1. OUTLINE OF DIAGNOSIS

Detect the malfunction that actual engine speed is not close to target engine speed during idling. Judge as NG when actual engine speed is not close to target engine speed during idling.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature	≥ 75 °C (167 °F)
Battery voltage	≥ 10.9 V
Barometric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)
Fuel level	≥ 9 ℓ (2.38 US gal, 1.98 Imp gal)
Elapsed time after starting the engine	≥ 10.49 s
Feedback of ISC	In operation
Lambda value (left and right)	≥ 0.81 and < 1.1
After switching air conditioner to ON/OFF	≥ 5.1 s
After intake manifold pressure changes by 4 kPa (30 mmHg, 1.2 inHg) or more.	> 5.1 s
Elapsed time after switching neutral position switch to ON/OFF	> 5.1 s
Vehicle speed	0 km/h (0 MPH)

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at idling after warming up engine.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Actual engine speed — Targeted engine speed	< –100 rpm
Feedback value for ISC	Max.

Time Needed for Diagnosis:10 s × 3 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Actual engine speed — Targeted engine speed	≥ –100 rpm

Time Needed for Diagnosis:10 s

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

BW:DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED

1. OUTLINE OF DIAGNOSIS

Detect the malfunction that actual engine speed is not close to target engine speed during idling. Judge as NG when actual engine speed is not close to target engine speed during idling.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature	≥ 75 °C (167 °F)
Battery voltage	≥ 10.9 V
Barometric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)
Fuel level	≥ 9 ℓ (2.38 US gal, 1.98 Imp gal)
Elapsed time after starting the engine	≥ 10.49 s
Feedback of ISC	In operation
Lambda value (left and right)	≥ 0.81 and < 1.1
After switching air conditioner to ON/OFF	≥ 5.1 s
After intake manifold pressure changes by 4 kPa (30 mmHg, 1.2 inHg) or more.	> 5.1 s
Elapsed time after switching neutral position switch to ON/OFF	> 5.1 s
Vehicle speed	0 km/h (0 MPH)

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at idling after warming up engine.

4. DIAGNOSTIC METHOD

- **Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Actual – Target engine speed	≥ 200 rpm
Feedback value for ISC	Min.

Time Needed for Diagnosis:10 s × 3 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

- **Normality Judgment**

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Actual – Target engine speed	< 200 rpm

Time Needed for Diagnosis:10 s

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

BX:DTC P0512 STARTER REQUEST CIRCUIT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of starter SW.
Judge as ON NG when the starter SW signal remains ON.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Engine condition	After engine starting
Starter OFF signal	Not detected
Battery voltage	≥ 8 V

Time Needed for Diagnosis:180000 ms
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Starter OFF signal	Detected
Battery voltage	≥ 8 V

Time Needed for Diagnosis: Less than 1 second

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

BY:DTC P0600 SERIAL COMMUNICATION LINK

1. OUTLINE OF DIAGNOSIS

Detect malfunction of CAN communication.
When CAN communications is not possible, and CAN communications with AT is not possible, judge as NG if data from the AT is not normal.

2. COMPONENT DESCRIPTION

ECM and TCM are connected by high speed CAN.

(Common Specifications)
CAN Protocol 2.0 B (Active)
Frame Format: 11 Bit ID Frame (Standard Frame)

(High speed CAN)
Conforms to ISO11898
Communication Speed: 500 kbps

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after starting the engine.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge as NG when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	> 10.9 V
Starter switch	OFF
Engine	run
Bus off flag or error warning flag	set (error)
or	
Receive ID from TCM	None during 500 milliseconds
or	
Update data from TCM	None during 500 milliseconds

Time Needed for Diagnosis: Less than 1 second
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	> 10.9 V
Starter switch	OFF
Engine	run
Bus off flag or error warning flag	clear (No error)
Receive ID from TCM	Yes
Update data from TCM	Yes

Time Needed for Diagnosis: 1000 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

BZ:DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of microcomputer (RAM).
When there is a problem in the main CPU normal RAM, or the sub CPU normal RAM, judge as NG. Judge as OK when both are operating properly.
If it is possible to write data to the whole area of RAM in the initial routine, and is possible to read the same data, it is judged as OK, and if not, NG.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

Diagnosis with the initial routine.

3. GENERAL DRIVING CYCLE

Perform the diagnosis as soon as the ignition switch is turned to ON.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG if the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Main CPU normal RAM abnormal	
Write 5AA5A55A and then read. (Whole area of RAM)	5AA5A55A cannot be read.
Write A55A5AA5 and then read. (Whole area of RAM)	A55A5AA5 cannot be read.
Sub CPU normal RAM abnormal	
Write 5AA5 and then read. (Whole area of RAM)	5AA5 cannot be read.
Write A55A and then read. (Whole area of RAM)	A55A cannot be read.

Time Needed for Diagnosis: Undetermined
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Main CPU normal RAM abnormal	
Write 5AA5A55A and then read. (Whole area of RAM)	5AA5A55A can be read.
And write A55A5AA5 and then read. (Whole area of RAM)	A55A5AA5 can be read.
Sub CPU normal RAM abnormal	
Write 5AA5 and then read. (Whole area of RAM)	5AA5 can be read.
And write A55A and then read. (Whole area of RAM)	A55A can be read.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CA:DTC P0605 INTERNAL CONTROL MODULE READ ONLY MEMORY (ROM) ERROR

1. OUTLINE OF DIAGNOSIS

Judge as NG when SUM value of ROM is outside the standard value.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG if the duration of time while the following criteria are met is 0.5 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
SUM value of ROM	Standard

Time Needed for Diagnosis: Undetermined
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

8. ECM OPERATION AT DTC SETTING

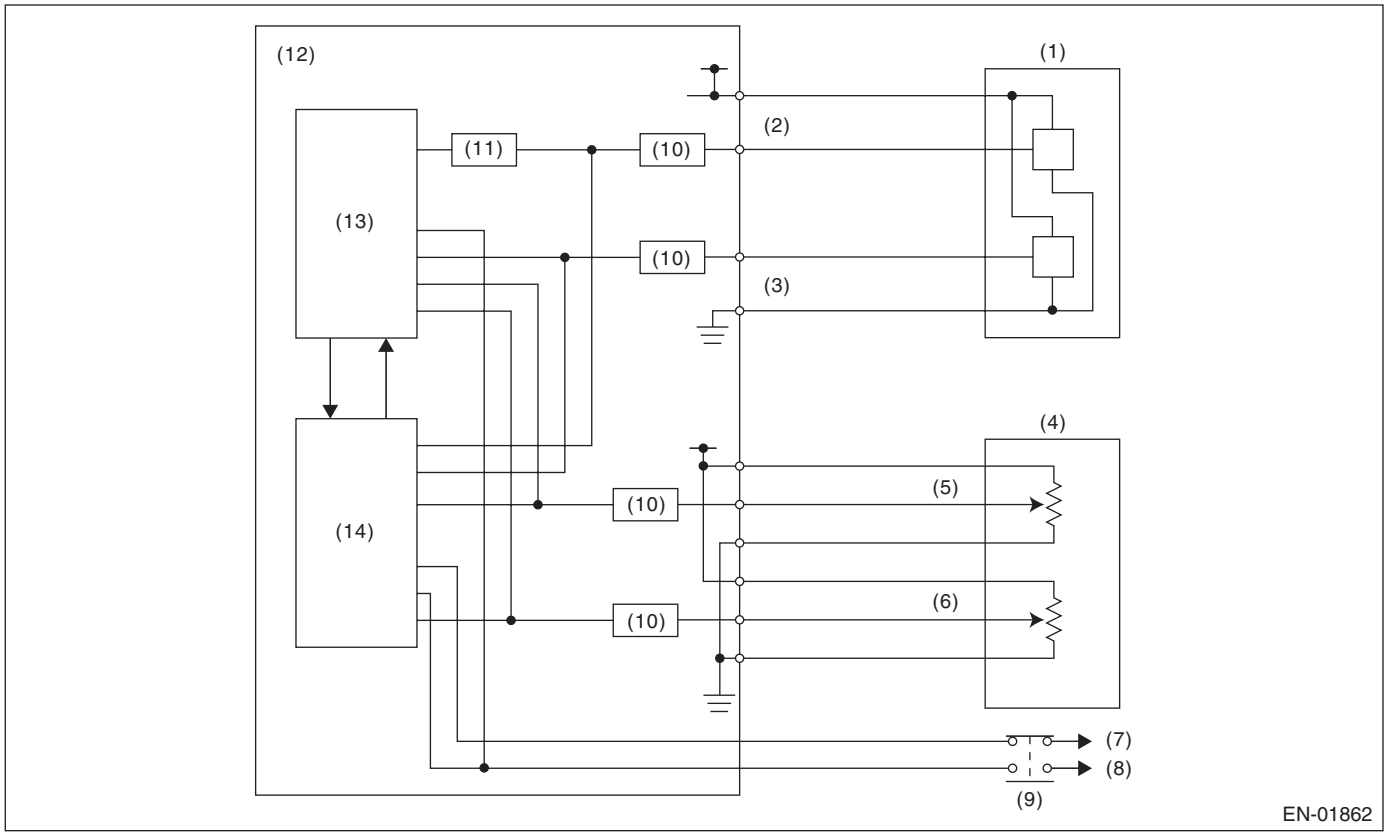
Memorize the freeze frame data. (For test mode $02)

CB:DTC P0607 CONTROL MODULE PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Judge as NG when any one of the followings is established.
- When the read value of throttle position sensor 1 signal is mismatched between main CPU and sub CPU.
- When the read value of accelerator pedal position sensor 1 signal is mismatched between main CPU and sub CPU.
- When the sub CPU operates abnormally.
- When the communication between main CPU ←→ sub CPU is abnormal.
- When the input amplifier circuit of throttle position sensor 1 is abnormal.
- When the cruise control cannot be canceled correctly.
- When the signal of brake SW1 and 2 is mismatched.
- When opening angle sent from main CPU is normal

2. COMPONENT DESCRIPTION



(1)	Throttle position sensor	(6)	Accelerator pedal position sensor 2	(11)	Amplifier circuit
(2)	Throttle position sensor 1	(7)	Battery	(12)	Engine control module (ECM)
(3)	Throttle position sensor 2	(8)	Stop light	(13)	Sub CPU
(4)	Accelerator pedal position sensor	(9)	Brake switch	(14)	Main CPU
(5)	Accelerator pedal position sensor 1	(10)	I/F circuit		

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
(1) Ignition switch	ON
(2) Ignition switch	ON
(3) None	—
(4) None	—
(5) Throttle opening angle	
(6) Brake switch (only with cruise control)	ON
(7) None	—
(8) Cruise control	OFF

4. GENERAL DRIVING CYCLE

(1) — (4): Always perform the diagnosis continuously.
(5): Always perform the diagnosis continuously when idling.
(6): Perform the diagnosis when the brake pedal is depressed.
(7): Always perform the diagnosis continuously.
(8): Always perform the diagnosis continuously when the cruise control pedal is not operating.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
(1) Difference of CPU reading value of the throttle position sensor signal	0.0858 V
(2) Difference of CPU read value of the accelerator pedal position sensor signal	0.038 V
(3) WD pulse from sub CPU	WD pulse occur
(4) Communication between CPU	Possible to communicate
(5) |Throttle position sensor 1 opening angle — (Throttle position sensor 1 opening angle after passing amplifier) 1/4|	< 3°
(6) Cruise control cancel signal at brake ON	Cruise control cancel signal ON
(7) Brake switch 1, 2 signal	SW 1 and 2 are matched

Time Needed for Diagnosis:

1. 250 milliseconds
2. 250 milliseconds
3. 200 milliseconds
4. 200 milliseconds
5. 24 milliseconds
6. 250 milliseconds
7. 200 milliseconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

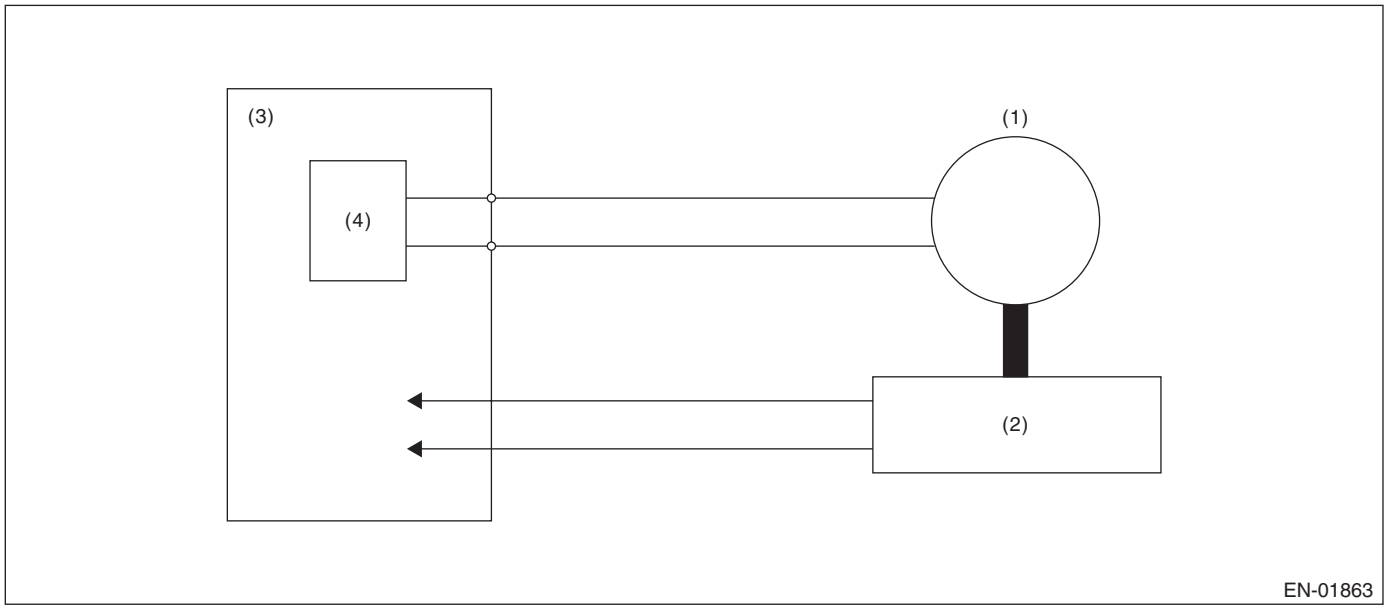
Memorize the freeze frame data. (For test mode $02)

CC:DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1)

1. OUTLINE OF DIAGNOSIS

Judge as NG when the target opening angle and actual opening angle is mismatched or the current to motor is the specified duty or more for specified time continuously.

2. COMPONENT DESCRIPTION



(1) Motor
(2) Throttle position sensor
(3) Engine control module (ECM)
(4) Drive circuit

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Normal operation of electronic throttle control	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously when the electronic throttle control is operating.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

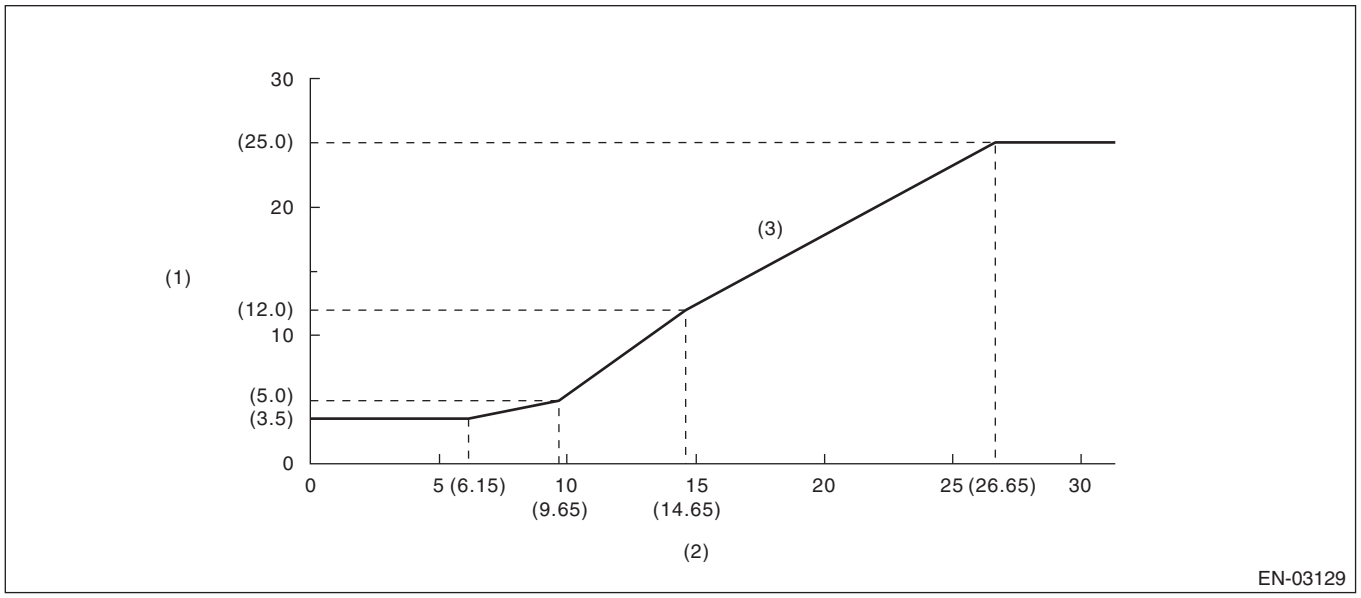
Judgment Value

Malfunction Criteria	Threshold Value
Difference between target opening angle and actual opening angle	3.5° or less
Output duty to drive circuit	95% or less

Time Needed for Diagnosis:

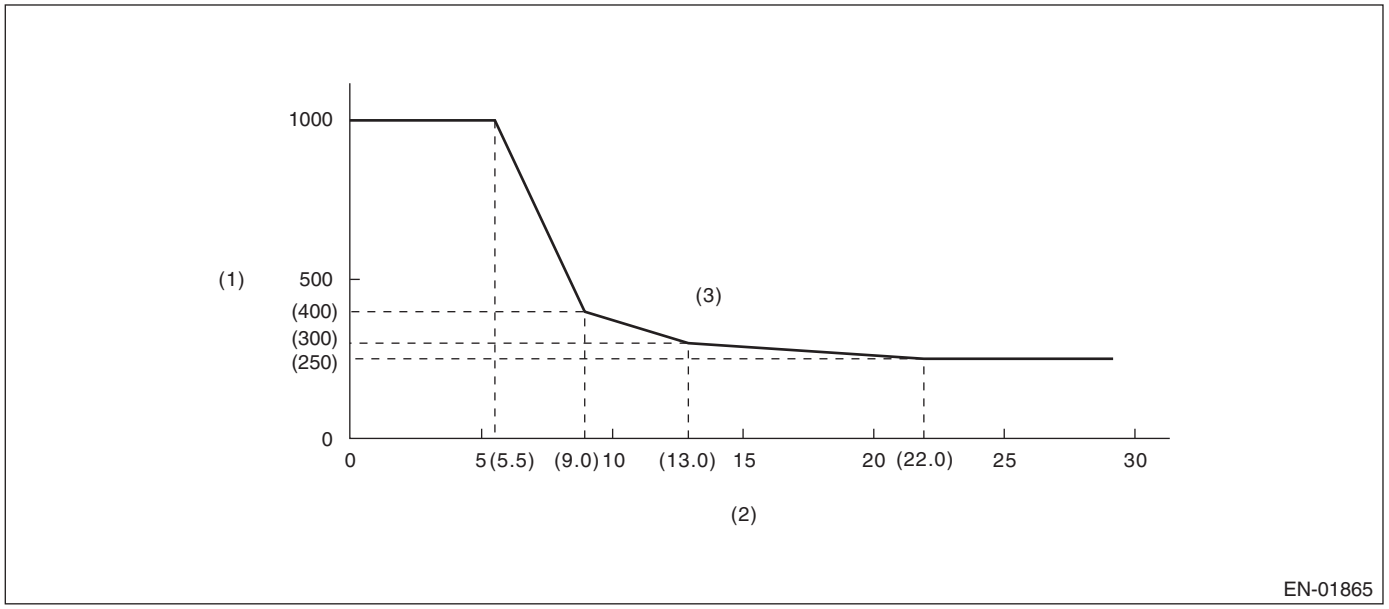
- Target opening angle and actual opening angle: 250 milliseconds (For NG) 2000 milliseconds (For OK)
- Output duty to drive circuit: 2000 milliseconds

Details of Judgment Value



(1) Difference between target opening angle and actual opening angle (°)
(2) Target throttle opening angle (°)
(3) NG area

Details of Judgment time (The actual opening angle ≤ target opening angle is always 1000 milliseconds)



(1) Judgment time (milliseconds) (2) Throttle position sensor 1 opening angle (3) NG area

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CD:DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST)

1. OUTLINE OF DIAGNOSIS

Judge as NG when there is CAN communication with the AT and there is a MIL lighting request.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

- **Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
MIL lighting request from TCM	Yes

Time Needed for Diagnosis:2500 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

- **Normality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
MIL lighting request from TCM	None

Time Needed for Diagnosis: Less than 1 second

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CE:DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of neutral SW.
Judge as NG when the neutral terminal input in ECM differs from the received data from TCM.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Starter relay	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after two seconds have passed since the engine started.

4. DIAGNOSTIC METHOD

- **Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal in ECM when “P”/“N” range in TCM are “OFF” and when the other switches are “ON”	LOW (ON)

Time Needed for Diagnosis:100 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

- **Normality Judgment**

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal in ECM when “P”/“N” range in TCM are “OFF” and when the other switches are “ON”	HIGH (OFF)

Time Needed for Diagnosis: Less than 1 second

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

Control of cruise control: Control prohibited

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CF:DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of neutral SW.
Judge as NG when there is no change in the neutral SW even if the driving shift was applied. (There is neutral SW ON/OFF inversion from the vehicle speed and engine speed.)

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Starter relay	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after two seconds have passed since the engine started.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the malfunction criteria below are completed determined times or more after the neutral SW change.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal (while changing from a to b below)	LOW (ON) continues.
Driving condition change	From a) to b)
a) Engine speed 600 rpm — 900 rpm & Vehicle speed = 0 km/h (0 MPH)	
b) Engine speed 1600 rpm — 900 rpm & Vehicle speed ≥ 0 km/h (0 MPH)	

Time Needed for Diagnosis:3 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear NG when there is change in the neutral SW.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal (while changing from a to b below)	Changes to HIGH (OFF).
Driving condition change	From a) to b)
a) Engine speed 600 rpm — 900 rpm & Vehicle speed = 0 km/h (0 MPH)	
b) Engine speed 1600 rpm — 900 rpm & Vehicle speed ≥ 0 km/h (0 MPH)	

Time Needed for Diagnosis: Less than 1 second

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

Control of cruise control: Control prohibited

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CG:DTC P0852 PARK/NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of neutral SW.
Judge as NG when the ECM neutral terminal input differs from the reception data from TCM.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Starter relay	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after two seconds have passed since the engine started.

4. DIAGNOSTIC METHOD

- **Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal in ECM when “P”/“N” range in TCM are “ON” and when the other switches are “OFF”	HIGH (OFF)

Time Needed for Diagnosis:100 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

- **Normality Judgment**

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal in ECM when “P”/“N” range in TCM are “ON” and when the other switches are “OFF”	LOW (ON)

Time Needed for Diagnosis: Less than 1 second

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

Control of cruise control: Control prohibited

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CH:DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of neutral SW.
Judge as NG when there is no change in the neutral SW even if the driving shift was applied. (There is neutral SW ON/OFF inversion from the vehicle speed and engine speed.)

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Starter relay	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after two seconds have passed since the engine started.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the malfunction criteria below are completed determined times or more after the neutral SW change.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal (while changing from a to b below)	HIGH (OFF) continues.
Driving condition change	From a) to b)
a) Engine speed 600 rpm — 900 rpm & Vehicle speed = 0 km/h (0 MPH)	
b) Engine speed 1600 rpm — 900 rpm & Vehicle speed ≥ 0 km/h (0 MPH)	

Time Needed for Diagnosis:3 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear NG when there is change in the neutral SW.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal (while changing from a to b below)	Changes to LOW (ON).
Driving condition change	From a) to b)
a) Engine speed 600 rpm — 900 rpm & Vehicle speed = 0 km/h (0 MPH)	
b) Engine speed 1600 rpm — 900 rpm & Vehicle speed ≥ 0 km/h (0 MPH)	

Time Needed for Diagnosis: Less than 1 second

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

Control of cruise control: Control prohibited

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

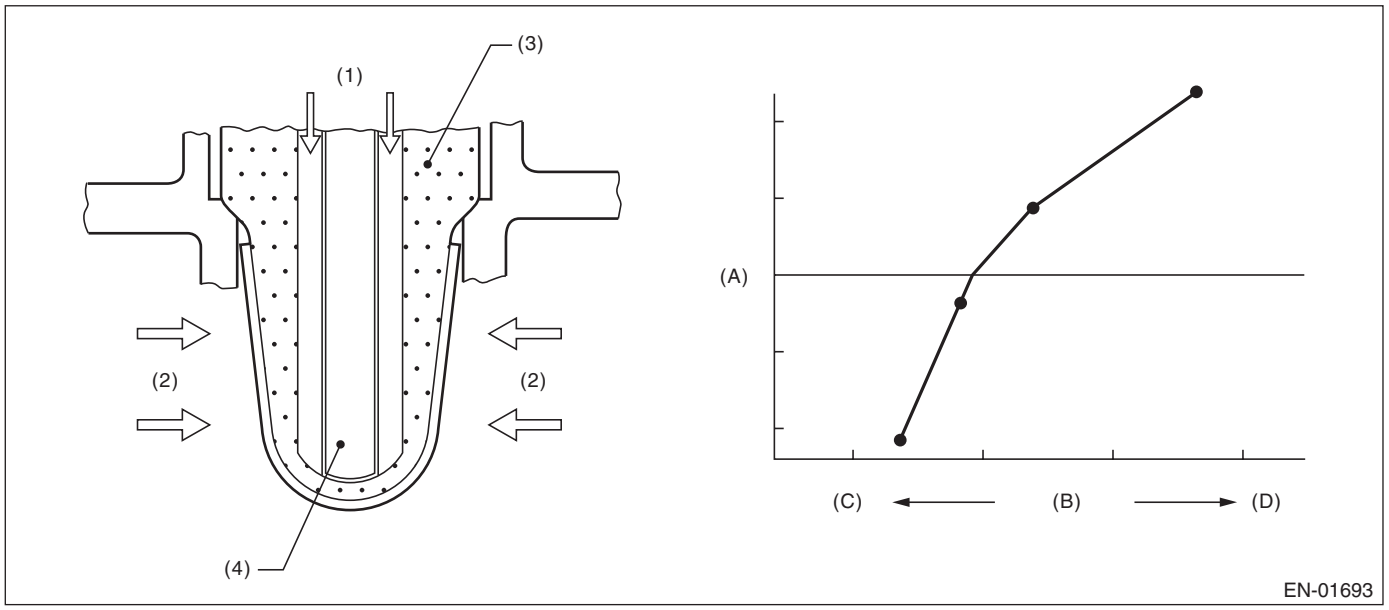
CI: DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect that λ value remains low.
Judge as NG when lambda value is abnormal in accordance with λ value of front oxygen (A/F) sensor and running conditions such as vehicle speed, amount of intake air, engine coolant temperature, sub feedback control, etc.

λ value = Actual air fuel ratio/Theoretical air fuel ratio
λ > 1: Lean
λ < 1: Rich

2. COMPONENT DESCRIPTION



(1) Atmosphere
(2) Exhaust gas
(3) ZrO_2
(4) Ceramic heater
(A) Electromotive force
(B) Air fuel ratio
(C) Lean
(D) Rich

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Time needed for all secondary parameters to be in enable conditions	≥ 4096 ms
Battery voltage	≥ 10.9 V
Barometric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)
Rear oxygen sensor sub feedback	Execution
Rear oxygen sensor output voltage – Feedback target voltage	–0.2 V — 0.1 V
or	
Rear oxygen sensor sub feedback compensation coefficient	On Min.
or	
Rear oxygen sensor sub feedback compensation coefficient	On Max.
Elapsed time after starting the engine	≥ 60000 ms
Engine coolant temperature	≥ 75 °C (167 °F)
Vehicle speed	≥ 20 km/h (12.4 MPH)
Amount of intake air	≥ 6 g/s (0.21 oz/s)
Load change at 180° CA	< 0.02 g/rev (0 oz/rev)
Front oxygen (A/F) sensor impedance	0 Ω — 50 Ω
Learning value of evaporation gas density	< 0.2
Total time of operating canister purge	≥ 19.9 s
Targeted lambda value load compensation coefficient	–0.03 — 0.000

4. GENERAL DRIVING CYCLE

Perform diagnosis continuously at a constant speed of 20 km/h (12.4 MPH) or more after 60000 ms have passed since the engine started.

5. DIAGNOSTIC METHOD

- **Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
λ value	< 0.85

Time Needed for Diagnosis:10000 ms
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

- **Normality Judgment**

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
λ value	≥ 0.85

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning compensation: Not allowed to calculate.
- Front oxygen (A/F) sensor sub learning compensation: Not allowed to calculate.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

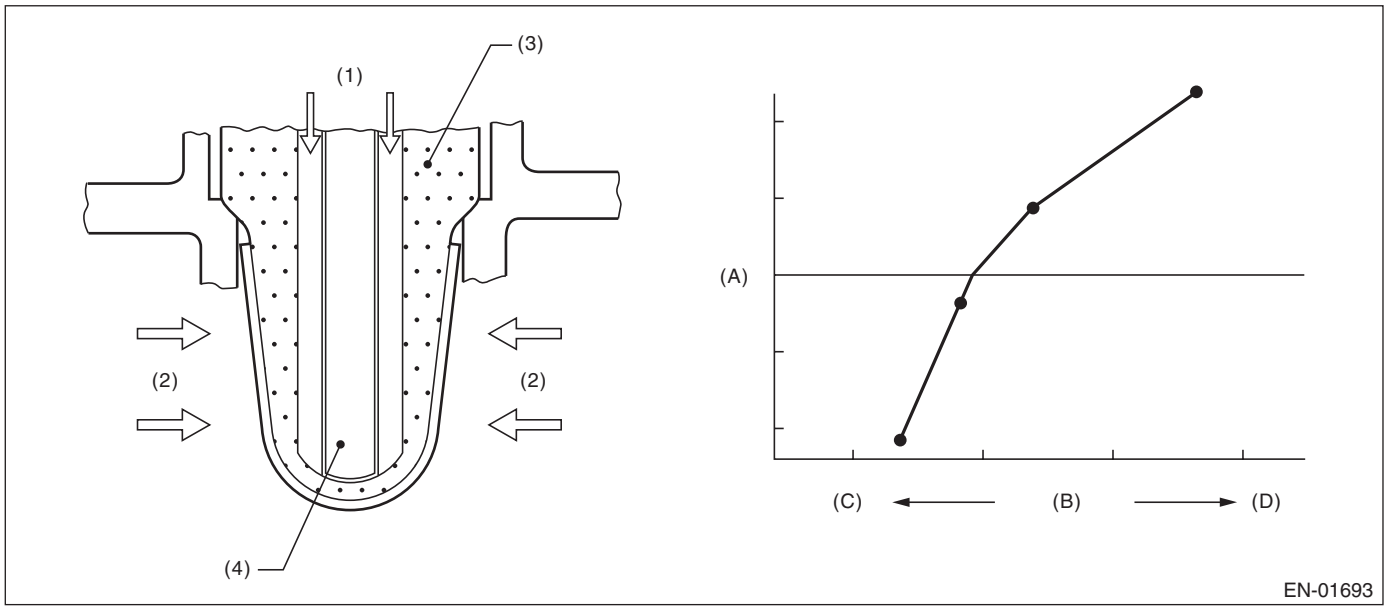
CJ:DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect that λ value remains high.
Judge as NG when lambda value is abnormal in accordance with λ value of front oxygen (A/F) sensor and running conditions such as vehicle speed, amount of intake air, engine coolant temperature, sub feedback control, etc.

λ value = Actual air fuel ratio/Theoretical air fuel ratio
λ > 1: Lean
λ < 1: Rich

2. COMPONENT DESCRIPTION



(1) Atmosphere
(2) Exhaust gas
(3) ZrO_2
(4) Ceramic heater
(A) Electromotive force
(B) Air fuel ratio
(C) Lean
(D) Rich

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Time needed for all secondary parameters to be in enable conditions	≥ 4096 ms
Battery voltage	≥ 10.9 V
Barometric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)
Rear oxygen sensor sub feedback	Execution
Rear oxygen sensor output voltage – Feedback target voltage	–0.2 V — 0.1 V
or	
Rear oxygen sensor sub feedback compensation coefficient	On Min.
or	
Rear oxygen sensor sub feedback compensation coefficient	On Max.
Elapsed time after starting the engine	≥ 60000 ms
Engine coolant temperature	≥ 75 °C (167 °F)
Vehicle speed	≥ 20 km/h (12.4 MPH)
Amount of intake air	≥ 6 g/s (0.21 oz/s)
Load change at 180° CA	< 0.02 g/rev (0 oz/rev)
Front oxygen (A/F) sensor impedance	0 Ω — 50 Ω
Learning value of evaporation gas density	< 0.2
Total time of operating canister purge	≥ 19.9 s
Targeted lambda value load compensation coefficient	–0.03 — 0.000

4. GENERAL DRIVING CYCLE

Perform diagnosis continuously at a constant speed of 20 km/h (12.4 MPH) or more after 60000 ms have passed since the engine started.

5. DIAGNOSTIC METHOD

- **Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
λ value	> 1.15

Time Needed for Diagnosis:10000 ms
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

- **Normality Judgment**

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
λ value	≤ 1.15

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning compensation: Not allowed to calculate.
- Front oxygen (A/F) sensor sub learning compensation: Not allowed to calculate.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

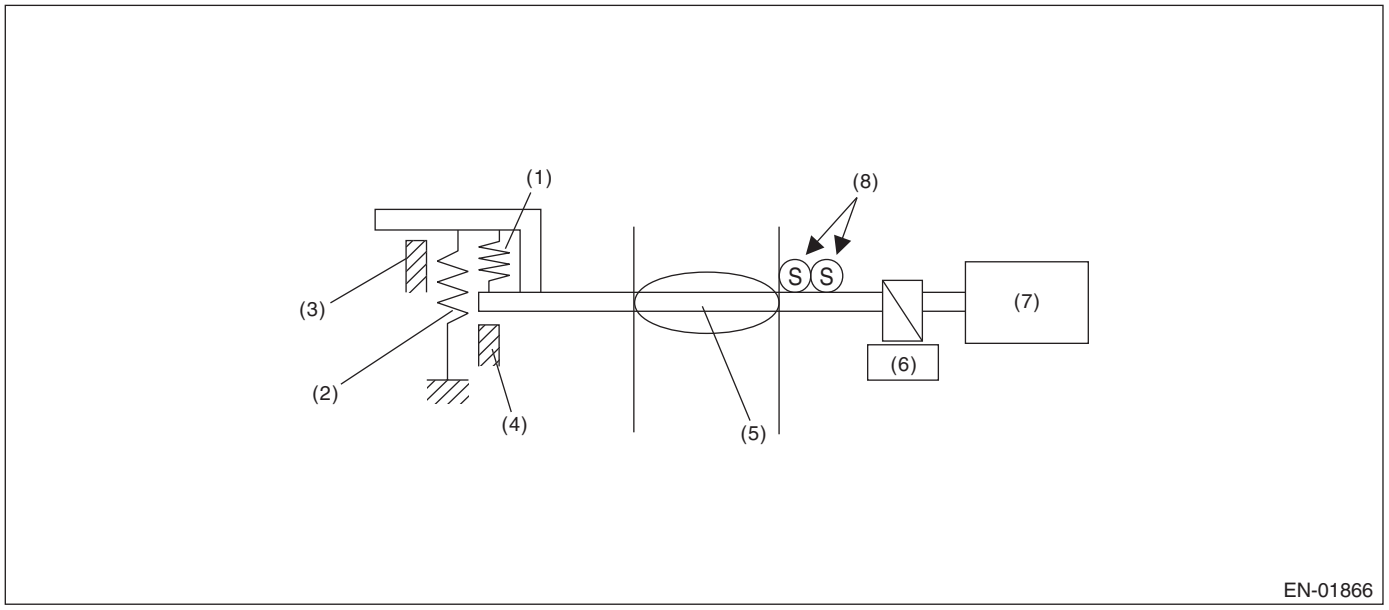
- Memorize the freeze frame data. (For test mode $02)
- Memorize the diagnostic value and trouble standard value. (For test mode $06)

CK:DTC P1160 RETURN SPRING FAILURE

1. OUTLINE OF DIAGNOSIS

Judge as NG when the valve is opened more than the default opening angle, but does not move to the close direction with the motor power stopped.

2. COMPONENT DESCRIPTION



(1) Opener spring
(2) Return spring
(3) Intermediate stopper
(4) Full closed stopper
(5) Throttle valve
(6) Gear
(7) DC motor
(8) Main and sub throttle position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 6 V
Throttle position sensor	Normal

4. GENERAL DRIVING CYCLE

- Ignition switch ON → OFF
- Ignition switch OFF → ON (Only after clearing memory)

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge as NG when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Opening variation after continuity is set to OFF	< 2 °

Time Needed for Diagnosis:24 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Opening variation after continuity is set to OFF	≥ 2 °

Time Needed for Diagnosis:3400 ms

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Throttle opening is fixed to 6°.

9. ECM OPERATION AT DTC SETTING

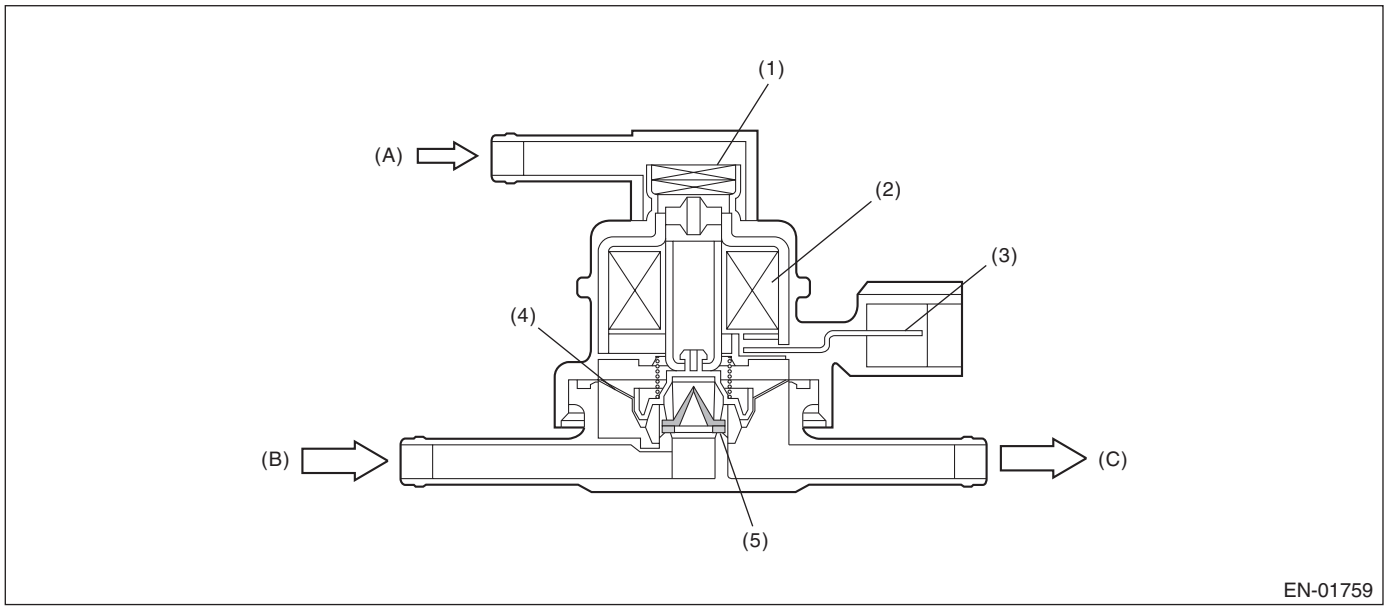
Memorize the freeze frame data. (For test mode $02)

CL:DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open/short circuit of pressure control solenoid valve.
Judge as NG when ECM output level is different from actual terminal level.

2. COMPONENT DESCRIPTION



(1) Filter
(2) Coil
(3) Connector terminal
(4) Diaphragm
(5) Valve
(A) Atmospheric pressure
(B) Shut-off valve
(C) To fuel tank

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis after starting the engine.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 1 second
Terminal output voltage when ECM outputs OFF signal	Low

Time Needed for Diagnosis:2500 ms
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 1 second
Terminal output voltage when ECM outputs OFF signal	High

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

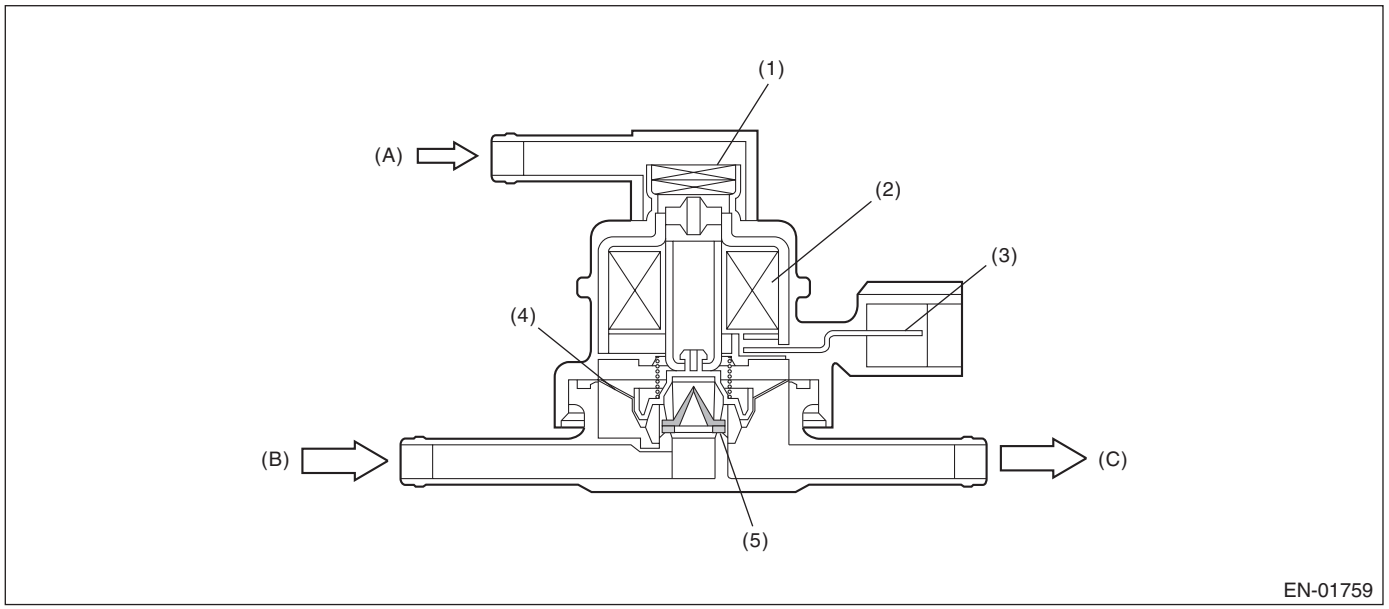
Memorize the freeze frame data. (For test mode $02)

CM:DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open/short circuit of pressure control solenoid valve.
Judge as NG when ECM output level is different from actual terminal level.

2. COMPONENT DESCRIPTION



(1) Filter
(2) Coil
(3) Connector terminal
(4) Diaphragm
(5) Valve
(A) Atmospheric pressure
(B) Shut-off valve
(C) To fuel tank

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis after starting the engine.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 1 second
Terminal output voltage when ECM outputs ON signal	High

Time Needed for Diagnosis:2500 ms
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 1 second
Terminal output voltage when ECM outputs ON signal	Low

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

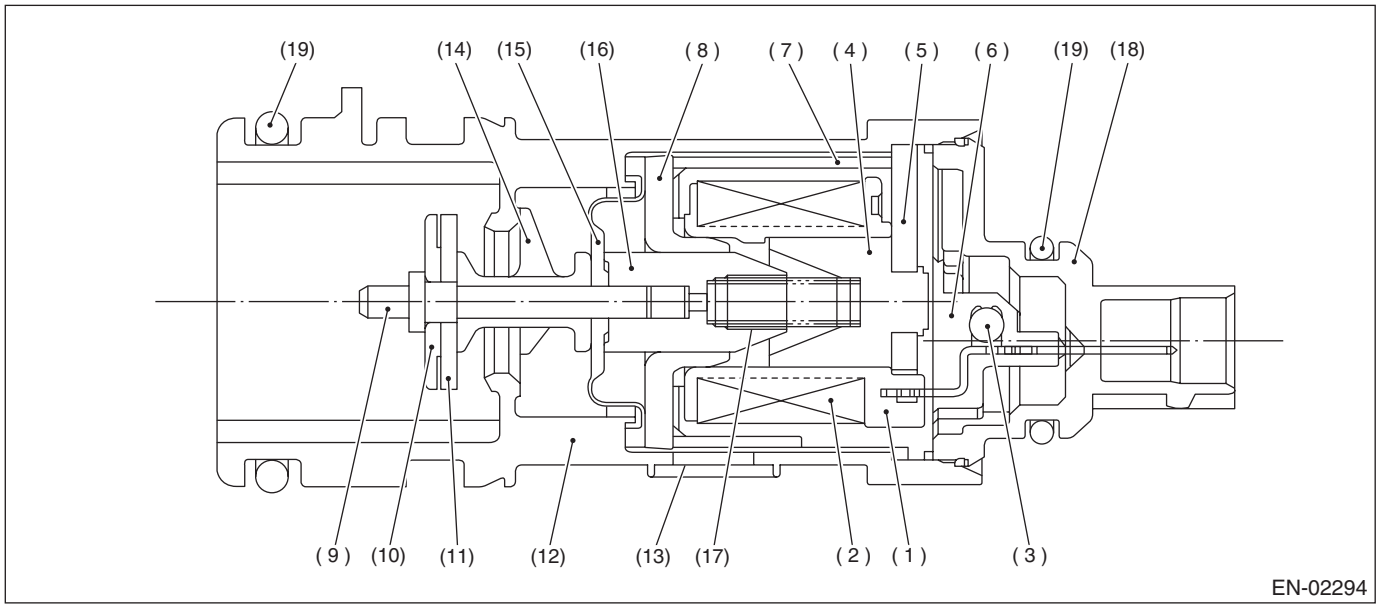
Memorize the freeze frame data. (For test mode $02)

CN:DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM

1. OUTLINE OF DIAGNOSIS

Detect the abnormal function (stuck closed) of the drain valve.
Judge as NG when fuel tank pressure is low.

2. COMPONENT DESCRIPTION



(1) Bobbin
(2) Coil
(3) Diode
(4) Stator core
(5) End plate
(6) Body
(7) Yoke
(8) Magnetic plate
(9) Shaft
(10) Plate
(11) Valve
(12) Housing
(13) Filter
(14) Retainer
(15) Diaphragm
(16) Movable core
(17) Spring
(18) Cover
(19) O-ring

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Drain valve	Open
Battery voltage	≥ 10.9 V
Barometric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)
Tank pressure when starter is OFF → ON	–0.7 kPa (–5 mmHg, –0.2 inHg) and 1.4 kPa (10.7 mmHg, 0.4 inHg)

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	≤ –4 kPa (–30 mmHg, –1.2 inHg)

Time Needed for Diagnosis:3000 s
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	> –4 kPa (–30 mmHg, –1.2 inHg)
Cumulative time when all the malfunction criteria below are met.	≥ 30000 s
Purge control solenoid valve duty	Not = 0
Fuel temperature	–10 °C (14 °F) — 70 °C (158 °F)
Intake manifold relative pressure	≥ –26.7 kPa (–200 mmHg, –7.9 inHg)

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Pressure control solenoid valve control: Open the pressure control solenoid valve.

9. ECM OPERATION AT DTC SETTING

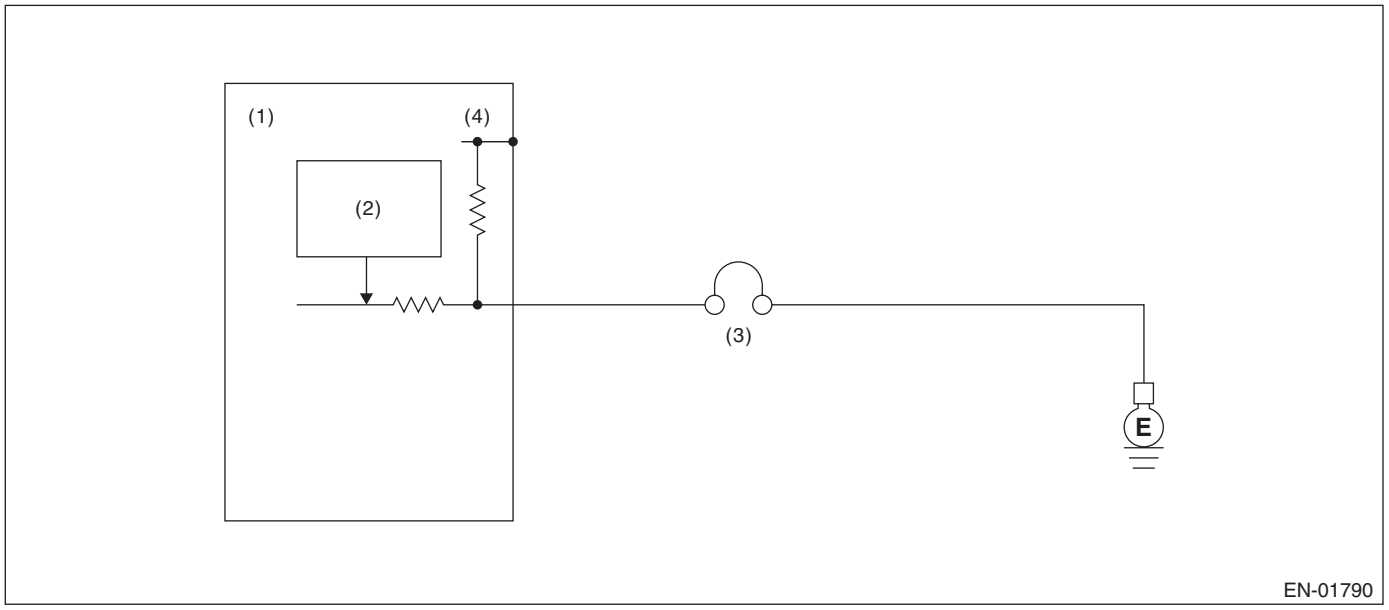
Memorize the freeze frame data. (For test mode $02)

CO:DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM

1. OUTLINE OF DIAGNOSIS

Detect the blow-by hose release abnormality.
Judge as NG when the diagnosis terminal voltage is high.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Detecting circuit
(3) PCV diagnosis connector
(4) 5 V

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Engine condition	After engine starting
Positive crankcase ventilation diagnosis voltage	High

Time Needed for Diagnosis:2500 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Engine condition	After engine starting
Positive crankcase ventilation diagnosis voltage	Low

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

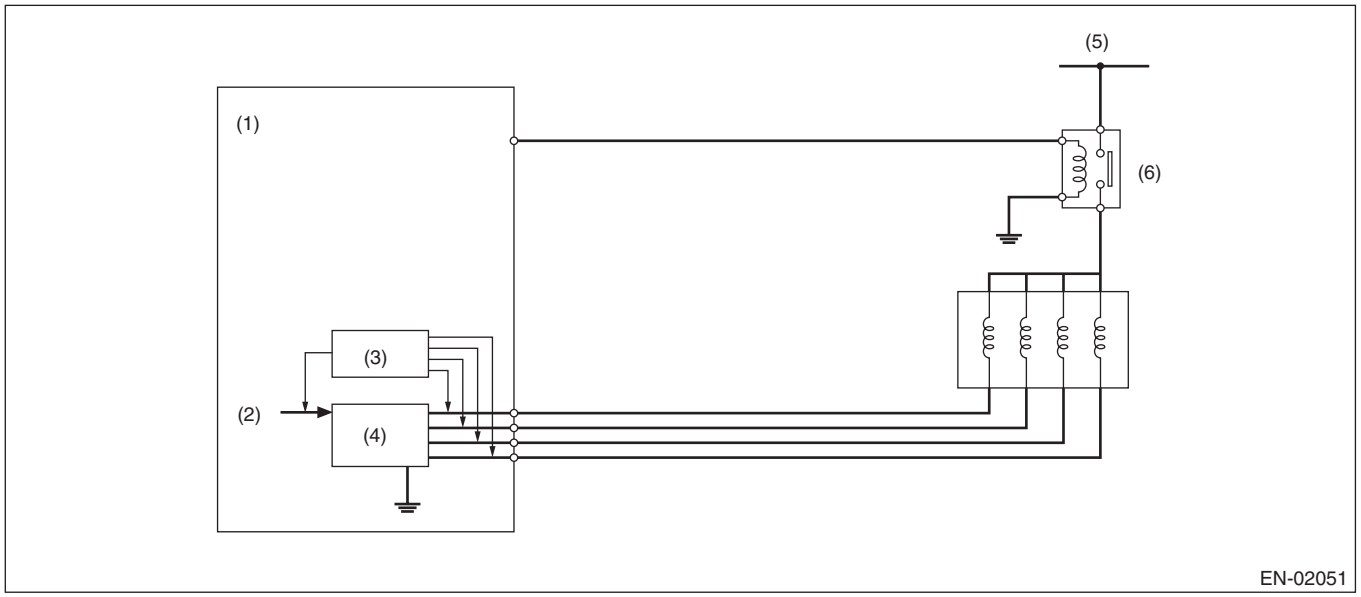
Memorize the freeze frame data. (For test mode $02)

CP:DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT)

1. OUTLINE OF DIAGNOSIS

- Detects open or short circuit of EGR.
- Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Computer unit (CPU)
(3) Detecting circuit
(4) Switch circuit
(5) Battery voltage
(6) Main relay

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Elapsed time after starting the engine	≥ 1 second
EGR valve target position	> 0 step
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Perform diagnosis continuously during EGR operation.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs OFF signal or Terminal voltage level when EGR operates	Low level Low level

Time Needed for Diagnosis: 2500 ms
Malfunction Indicator Light: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs OFF signal	High level
Terminal voltage level when EGR operates	High level

Time Needed for Diagnosis: 128 ms

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning compensation: Not allowed to calculate.
- Knock sensor learning compensation: Calculation prohibited.
- EGR control: Operation prohibited.

9. ECM OPERATION AT DTC SETTING

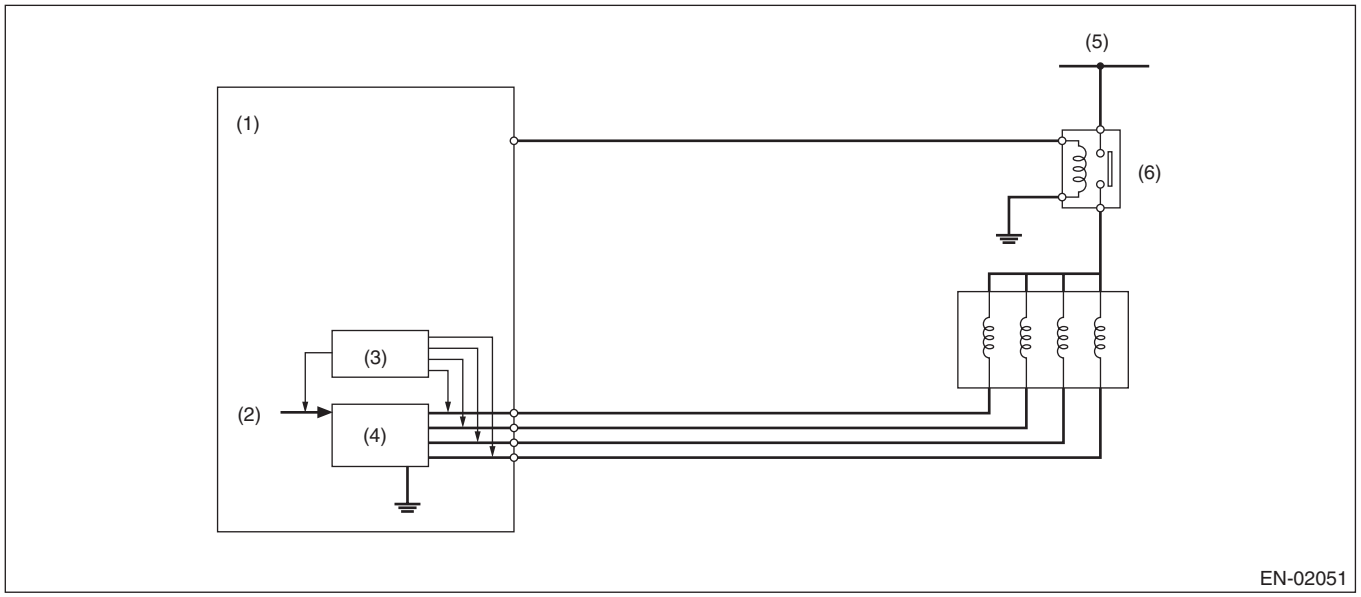
Memorize the freeze frame data. (For test mode $02)

CQ:DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT)

1. OUTLINE OF DIAGNOSIS

- Detects open or short circuit of EGR.
- Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Computer unit (CPU)
(3) Detecting circuit
(4) Switch circuit
(5) Battery voltage
(6) Main relay

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Elapsed time after starting the engine	≥ 1 second
EGR valve target position	> 0 step
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs OFF signal or Terminal voltage level when EGR operates	High level High level

Time Needed for Diagnosis: 2500 ms
Malfunction Indicator Light: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs OFF signal Terminal voltage level when EGR operates	Low level Low level

Time Needed for Diagnosis: 128 ms

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning compensation: Not allowed to calculate.
- Knock sensor learning compensation: Calculation prohibited.
- EGR control: Operation prohibited.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CR:DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT)

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P1492. <Ref. to GD(H4SO U5)-205, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CS:DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT)

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P1493. <Ref. to GD(H4SO U5)-207, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CT:DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT)

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P1492. <Ref. to GD(H4SO U5)-205, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CU:DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT)

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P1493. <Ref. to GD(H4SO U5)-207, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CV:DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT)

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P1492. <Ref. to GD(H4SO U5)-205, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CW:DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT)

1. OUTLINE OF DIAGNOSIS

NOTE:
For the detection standard, refer to DTC P1493. <Ref. to GD(H4SO U5)-207, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CX:DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of starter SW.
Judge as OFF NG when after-engine-start is indicated despite no starter ON experience.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge as OFF NG when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Vehicle speed	< 1 km/h (0.6 MPH)
Starter ON signal	Not detected
Engine condition	Change from before engine start to after engine start
Battery voltage	≥ 8 V

Time Needed for Diagnosis: Less than 1 second
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OFF OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Starter ON	Experienced
Starter ON diagnosis	No diagnosis experience
Battery voltage	≥ 8 V

Time Needed for Diagnosis: Less than 1 second

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CY:DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION

1. OUTLINE OF DIAGNOSIS

Detect the open/short circuit of back-up power supply circuit.
Judge as NG when the backup power voltage is low.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

- **Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Voltage of back-up power supply	Low
Battery voltage	≥ 10.9 V
Engine condition	After engine starting

Time Needed for Diagnosis:2500 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

- **Normality Judgment**

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Voltage of back-up power supply	High
Battery voltage	≥ 10.9 V
Engine condition	After engine starting

Time Needed for Diagnosis: Less than 1 second

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

CZ:DTC P1602 CONTROL MODULE PROGRAMMING ERROR

1. OUTLINE OF DIAGNOSIS

Detect malfunctions of the catalyst advanced idling retard angle control.
Judge as NG when ECM is not controlling the angle properly during catalyst advanced idling retard angle control.
Judge as NG if there is exhaust gas temperature diagnosis and idle speed diagnosis and if either of them is NG.

- Exhaust gas temperature diagnosis

Judge as NG when the estimated exhausted gas temperature in 14 seconds after the cold start is below the specified value.

- Idle speed diagnosis

Judge as NG when actual engine speed is not close to target engine speed after terminating the retard angle control.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Barometric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)
Battery voltage	≥ 10.9 V
Cold start diagnosis	Incomplete
Vehicle speed	< 2 km/h (1.2 MPH)
Misfire within 200 engine revs.	< 5
Time after starting	= 14 seconds

3. GENERAL DRIVING CYCLE

Perform the diagnosis at cold start.

4. DIAGNOSTIC METHOD

• Exhaust gas temperature diagnosis

Abnormality Judgment
Calculate the estimated exhaust gas temperature when the diagnostic enable condition is established. Judge as NG when the following conditions are established after engine starting within the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Estimated exhaust gas temperature	< Value from Map

Map

Coolant temperature after starting the engine	–40 °C (–40 °F)	–30 °C (–22 °F)	–20 °C (–4 °F)	–10 °C (14 °F)	0 °C (32 °F)	10 °C (50 °F)	20 °C (68 °F)	30 °C (86 °F)	40 °C (104 °F)	50 °C (122 °F)
Threshold value (AT model)	206 °C (402.8 °F)	206 °C (402.8 °F)	206 °C (402.8 °F)	206 °C (402.8 °F)	206 °C (402.8 °F)	206 °C (402.8 °F)	200 °C (392 °F)	196 °C (384.8 °F)	182 °C (359.6 °F)	182 °C (359.6 °F)
Threshold value (MT model)	200 °C (392 °F)	200 °C (392 °F)	200 °C (392 °F)	200 °C (392 °F)	200 °C (392 °F)	200 °C (392 °F)	196 °C (384.8 °F)	186 °C (366.8 °F)	167 °C (332.6 °F)	165 °C (329 °F)

Time Needed for Diagnosis: 14 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.
Normality Judgment
Judge as OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Estimated exhaust gas temperature	≥ Value from Map

Time Needed for Diagnosis: Less than 1 second

• Idle speed diagnosis

Abnormality Judgment
Judge as NG when the following conditions are established after the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Continuous time of (Target engine speed – Actual engine speed > –300 rpm)	≥ 6000 ms
Continuous time of (Actual retard amount > 30 °CA)	≥ 0 ms

Time Needed for Diagnosis: 14 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.
Normality Judgment
Judge as OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Continuous time of (Target engine speed – Actual engine speed > –300 rpm)	< 6000 ms
Continuous time of (Actual retard amount > 30 °CA)	< 0 ms

Time Needed for Diagnosis: Less than 1 second

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

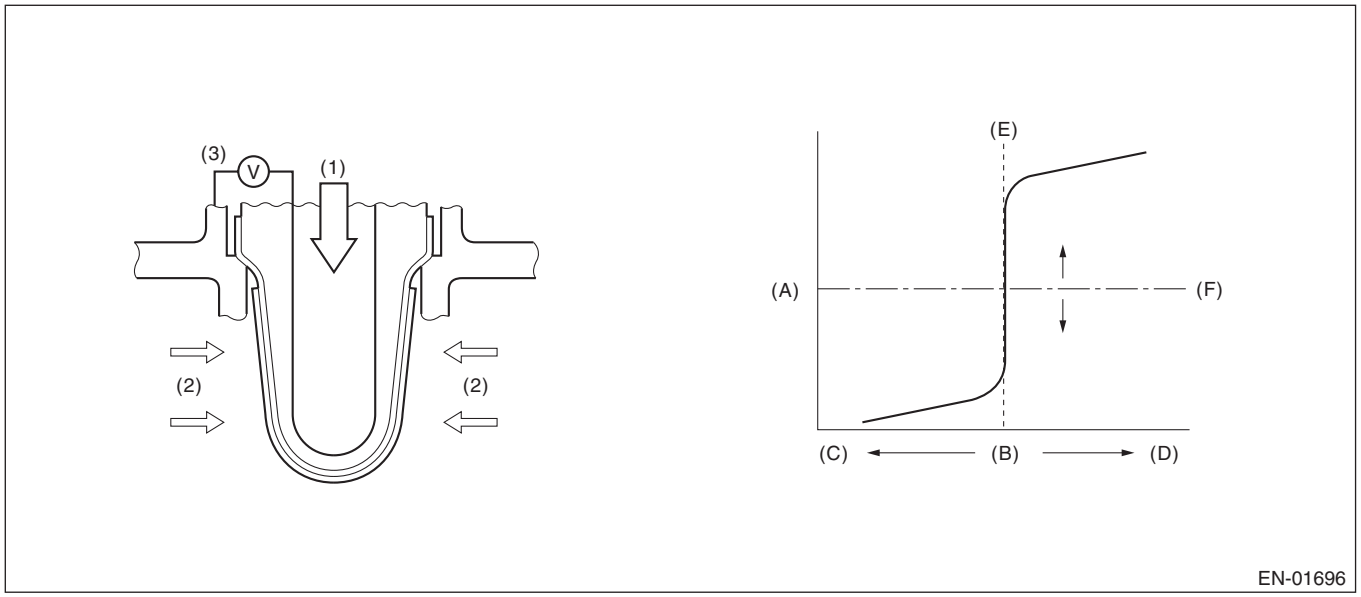
Memorize the freeze frame data. (For test mode $02)

DA:DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN BANK 1

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of fuel system from the size of the sub feedback learning value.
Control the sub feedback learning and judge as NG when the learning value is in the lean zone.

2. COMPONENT DESCRIPTION



(1) Atmosphere
(2) Exhaust gas
(3) Electromotive force
(A) Electromotive force
(B) Air fuel ratio
(C) Rich
(D) Lean
(E) Theoretical air fuel ratio
(F) Comparative voltage

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Conditions for carrying out the sub feedback learning	Completed
Continuous time when all conditions are established.	≥ 1 s

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously when the vehicle is idling or running at a constant speed of 80 km/h (50 MPH) or more.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sub feedback learning value	< –0.04

Time Needed for Diagnosis:5 s × 1 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Sub feedback learning value	≥ –0.04 + 0

Time Needed for Diagnosis:5 s

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When similar driving conditions are repeated 3 times and the result is OK.
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

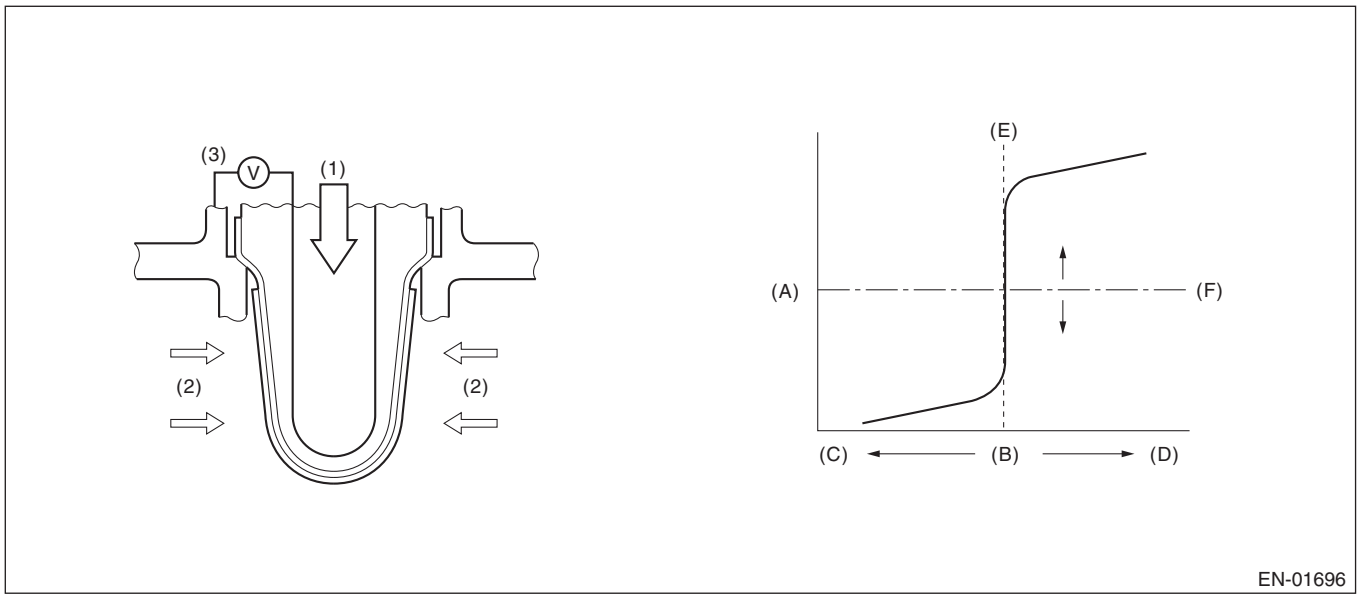
Memorize the freeze frame data. (For test mode $02)

DB:DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of fuel system from the size of the sub feedback learning value.
Sub feedback learning is being performed. When the learning value goes to the rich side, judge as NG.

2. COMPONENT DESCRIPTION



(1) Atmosphere
(2) Exhaust gas
(3) Electromotive force
(A) Electromotive force
(B) Air fuel ratio
(C) Rich
(D) Lean
(E) Theoretical air fuel ratio
(F) Comparative voltage

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Conditions for carrying out the sub feedback learning	Completed
Continuous time when all conditions are established.	≥ 1 s

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously when the vehicle is idling or running at a constant speed of 80 km/h (50 MPH) or more.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sub feedback learning value	≥ 0.03

Time Needed for Diagnosis:5 s × 1 time
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Sub feedback learning value	< 0.03 + –0.002

Time Needed for Diagnosis:5 s

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When similar driving conditions are repeated 3 times and the result is OK.
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

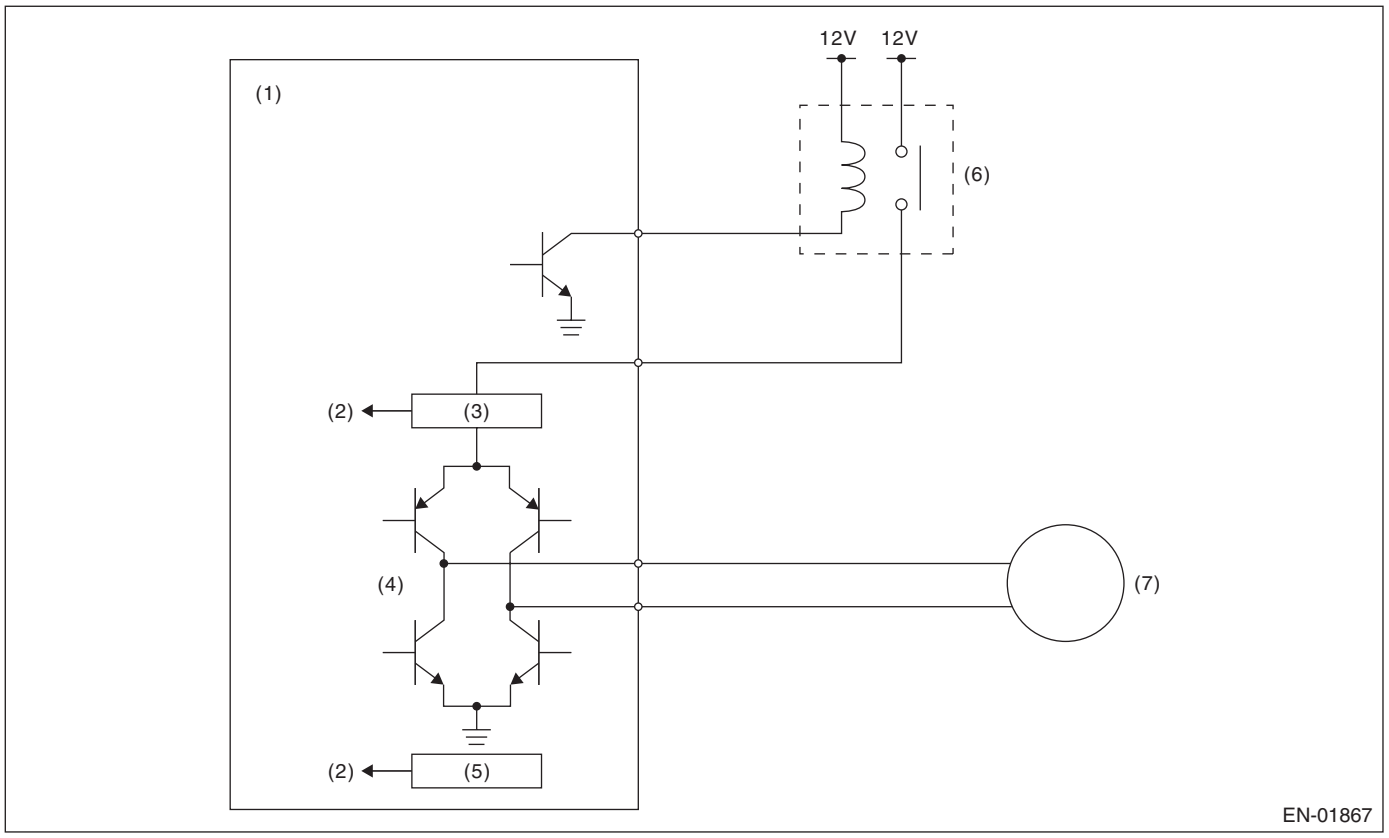
Memorize the freeze frame data. (For test mode $02)

DC:DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/ PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Judge as NG when the motor current becomes large or drive circuit is heated.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Detecting circuit
(3) Overcurrent detection circuit
(4) Drive circuit
(5) Temperature detection circuit
(6) Electronic throttle control relay
(7) Motor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Under control of electronic throttle control	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Motor current	≤ 8 A
Drive circuit inner temperature	≤ 175°C (347°F)

Time Needed for Diagnosis:

- 500 milliseconds (For NG)
- 2000 milliseconds (For OK)

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

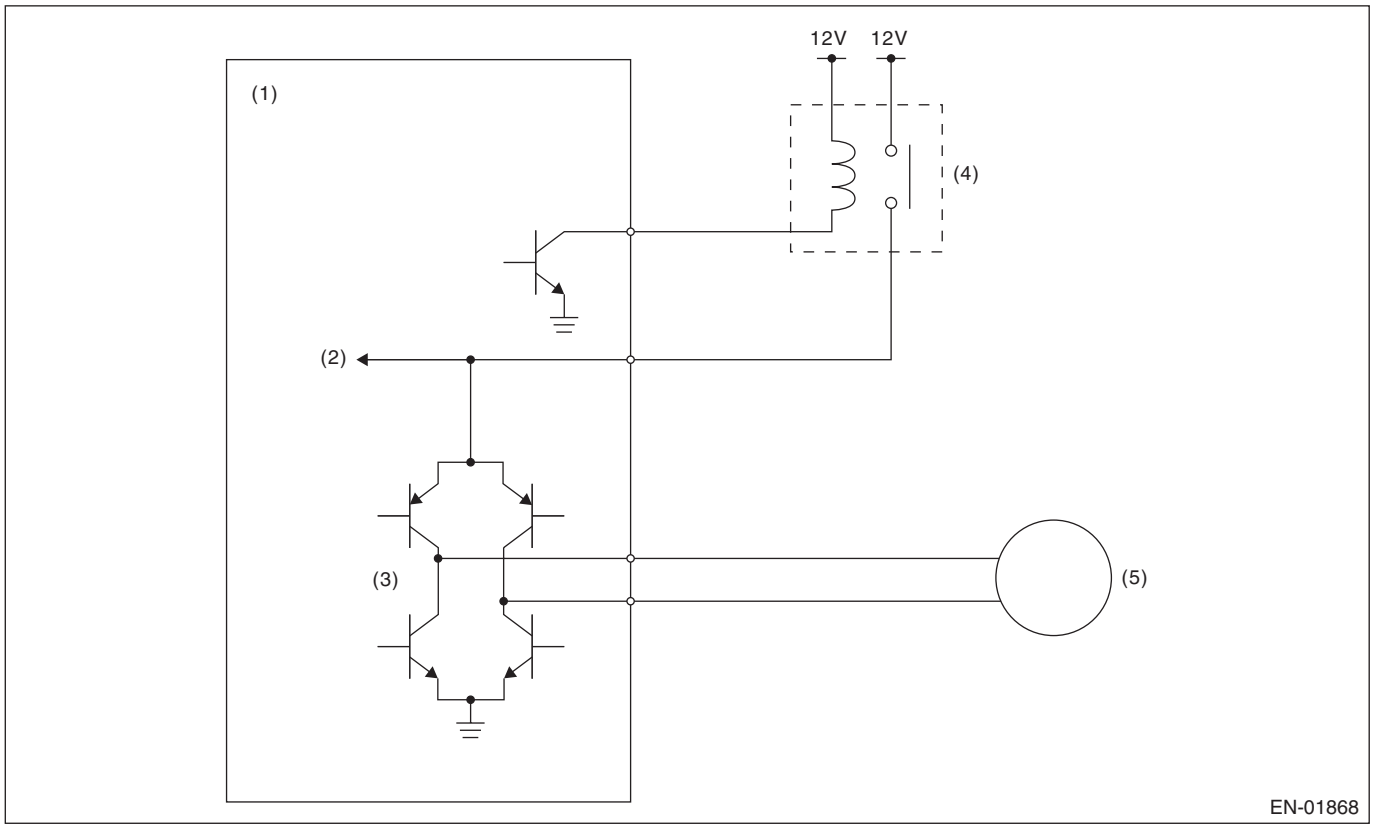
Memorize the freeze frame data. (For test mode $02)

DD:DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Judge as NG when the electronic throttle control power is not supplied even when ECM sets the electronic throttle control relay to ON.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Voltage detection circuit
(3) Drive circuit
(4) Electronic throttle control relay
(5) Motor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Electronic throttle control relay output	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Motor power voltage	≥ 5 V

Time Needed for Diagnosis:

- 400 milliseconds (For NG)
- 2000 milliseconds (For OK)

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

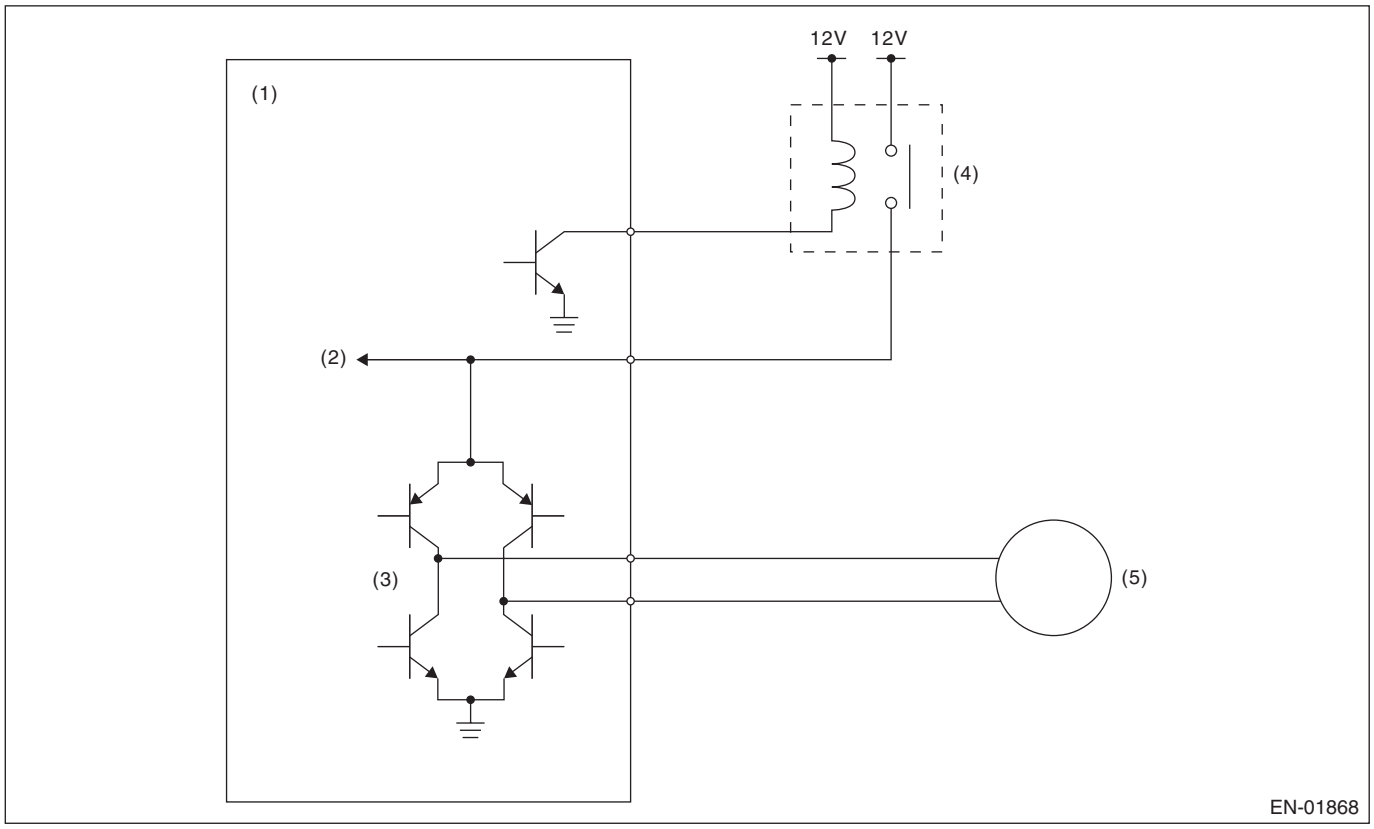
Memorize the freeze frame data. (For test mode $02)

DE:DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Judge as NG when the electronic throttle control power is supplied even when ECM sets the electronic throttle control relay to OFF.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Voltage detection circuit
(3) Drive circuit
(4) Electronic throttle control relay
(5) Motor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Electronic throttle control relay output	OFF

4. GENERAL DRIVING CYCLE

- When ignition switch ON → OFF
- Ignition switch OFF → ON (Only after clearing memory)

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Motor power voltage	≤ 5 V

Time Needed for Diagnosis:

- 600 milliseconds (For NG)
- 400 milliseconds (For OK)

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

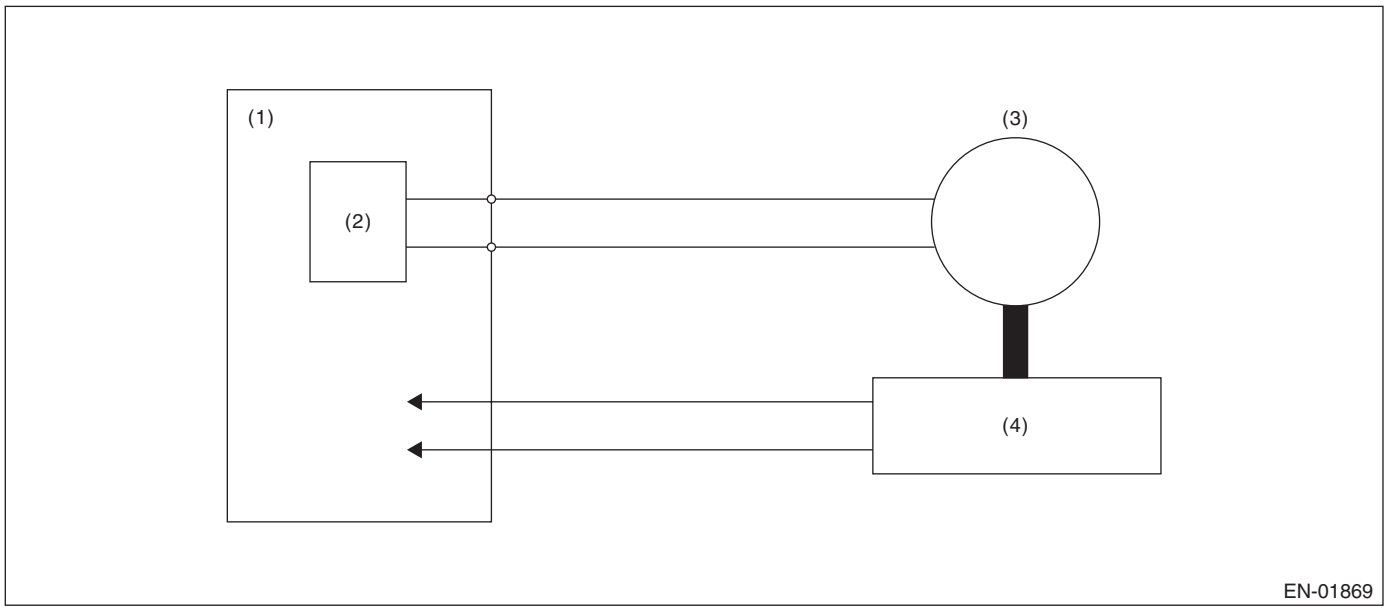
Memorize the freeze frame data. (For test mode $02)

DF:DTC P2109 THROTTLE/PEDAL POSITION SENSOR “A” MINIMUM STOP PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Judge as NG when full close point learning cannot conducted or abnormal value is detected.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Drive circuit
(3) Motor
(4) Throttle position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON → OFF
Ignition switch (only after clear memory)	OFF → ON

4. GENERAL DRIVING CYCLE

Perform the diagnosis at full closed point learning.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Throttle sensor opening angle at full close point learning	10.127° or more, 19.872° or less
Throttle opening angle when the ignition switch is ON – Throttle minimum stop position	≥ 1.683°

Time Needed for Diagnosis: 8 — 80 milliseconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

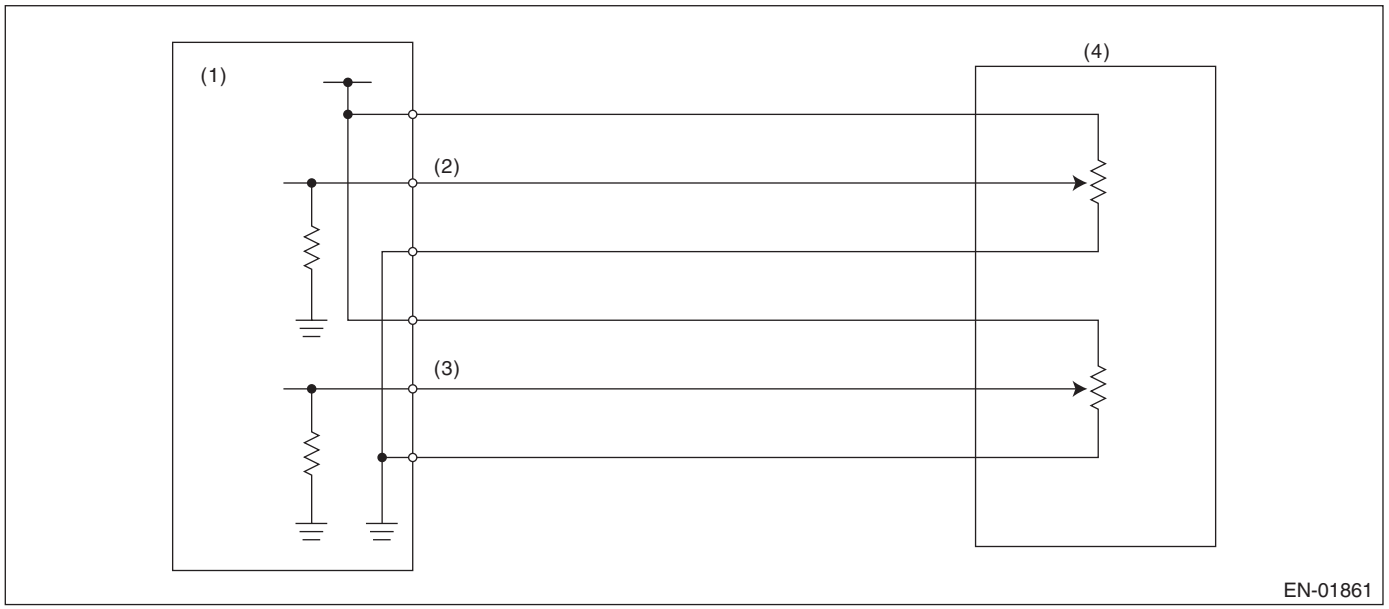
Memorize the freeze frame data. (For test mode $02)

DG:DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of accelerator pedal position sensor 1.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Accelerator pedal position sensor 1 signal
(3) Accelerator pedal position sensor 2 signal
(4) Accelerator pedal position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 6 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	< 0.217 V

Time Needed for Diagnosis: 100 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	≥ 0.217 V

Time Needed for Diagnosis: 100 ms

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

- Single malfunction: Control with normal sensor
- Simultaneous failure: Throttle opening is fixed to 6°.

9. ECM OPERATION AT DTC SETTING

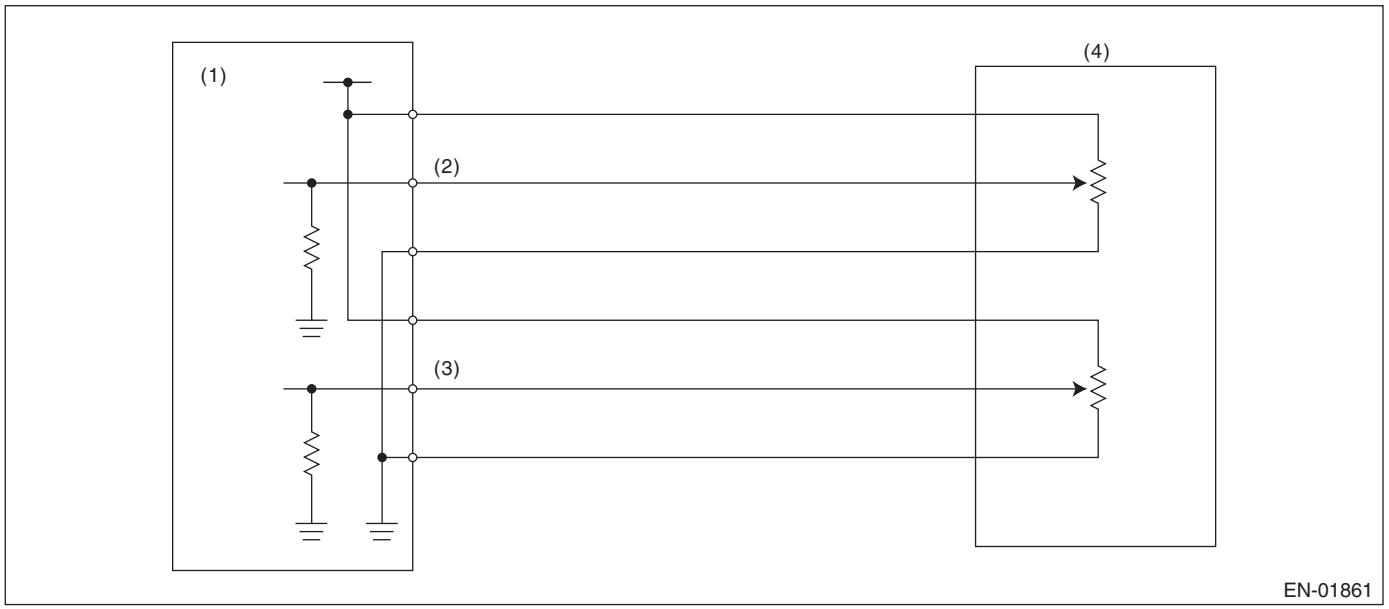
Memorize the freeze frame data. (For test mode $02)

DH:DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of accelerator pedal position sensor 1.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Accelerator pedal position sensor 1 signal
(3) Accelerator pedal position sensor 2 signal
(4) Accelerator pedal position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 6 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	≥ 4.783 V

Time Needed for Diagnosis: 32 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	< 4.783 V

Time Needed for Diagnosis: 32 ms

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

- Single malfunction: Control with normal sensor
- Simultaneous failure: Throttle opening is fixed to 6°.

9. ECM OPERATION AT DTC SETTING

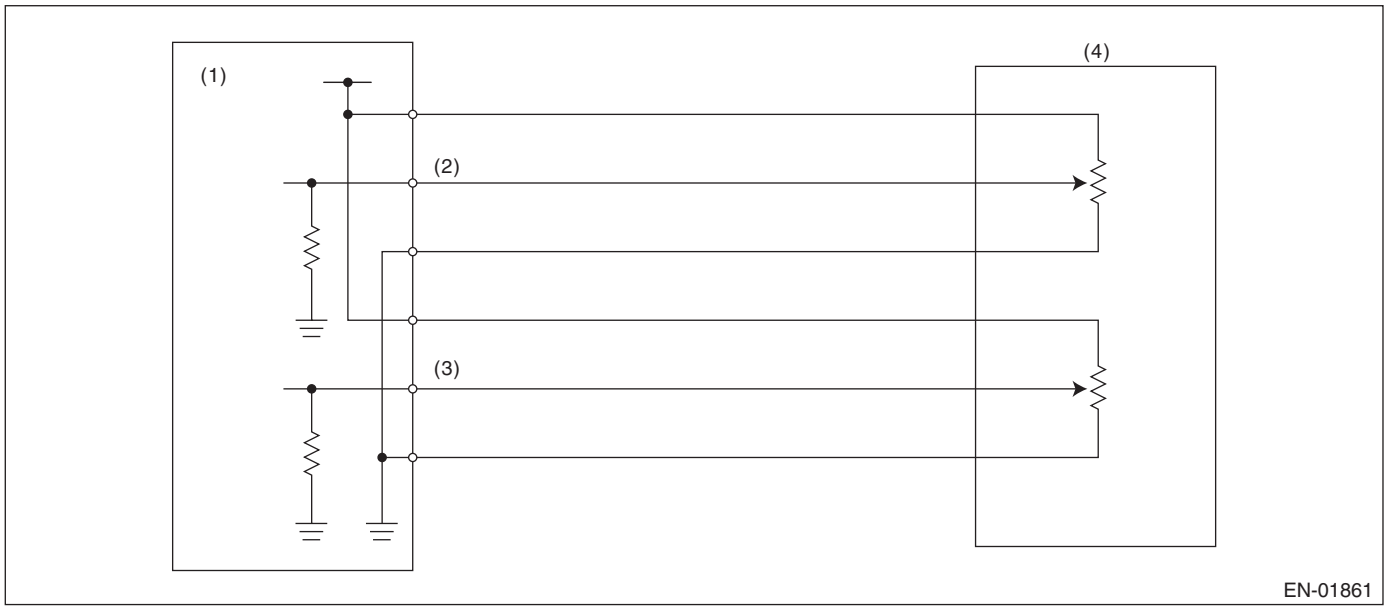
Memorize the freeze frame data. (For test mode $02)

DI: DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of accelerator pedal position sensor 2.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Accelerator pedal position sensor 1 signal
(3) Accelerator pedal position sensor 2 signal
(4) Accelerator pedal position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 6 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	< 0.217 V

Time Needed for Diagnosis: 100 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	≥ 0.217 V

Time Needed for Diagnosis: 100 ms

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

- Single malfunction: Control with normal sensor
- Simultaneous failure: Throttle opening is fixed to 6°.

9. ECM OPERATION AT DTC SETTING

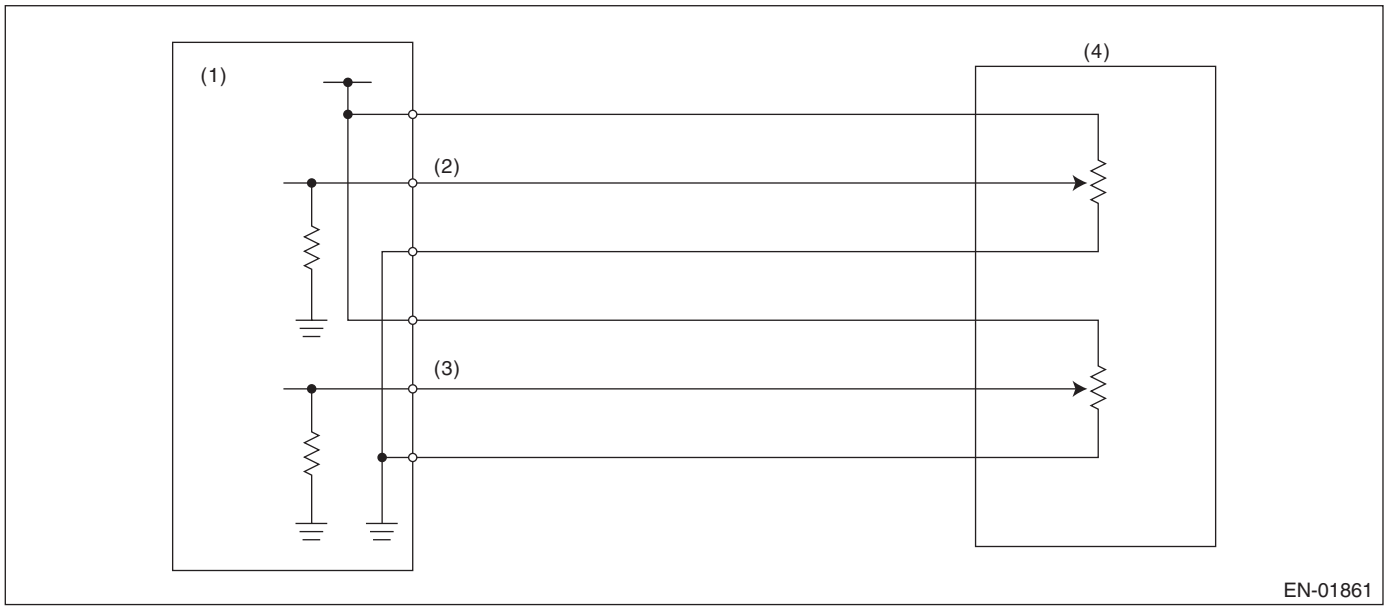
Memorize the freeze frame data. (For test mode $02)

DJ:DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of accelerator pedal position sensor 2.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Accelerator pedal position sensor 1 signal
(3) Accelerator pedal position sensor 2 signal
(4) Accelerator pedal position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 6 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	≥ 4.783 V

Time Needed for Diagnosis: 100 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	< 4.783 V

Time Needed for Diagnosis: 100 ms

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

- Single malfunction: Control with normal sensor
- Simultaneous failure: Throttle opening is fixed to 6°.

9. ECM OPERATION AT DTC SETTING

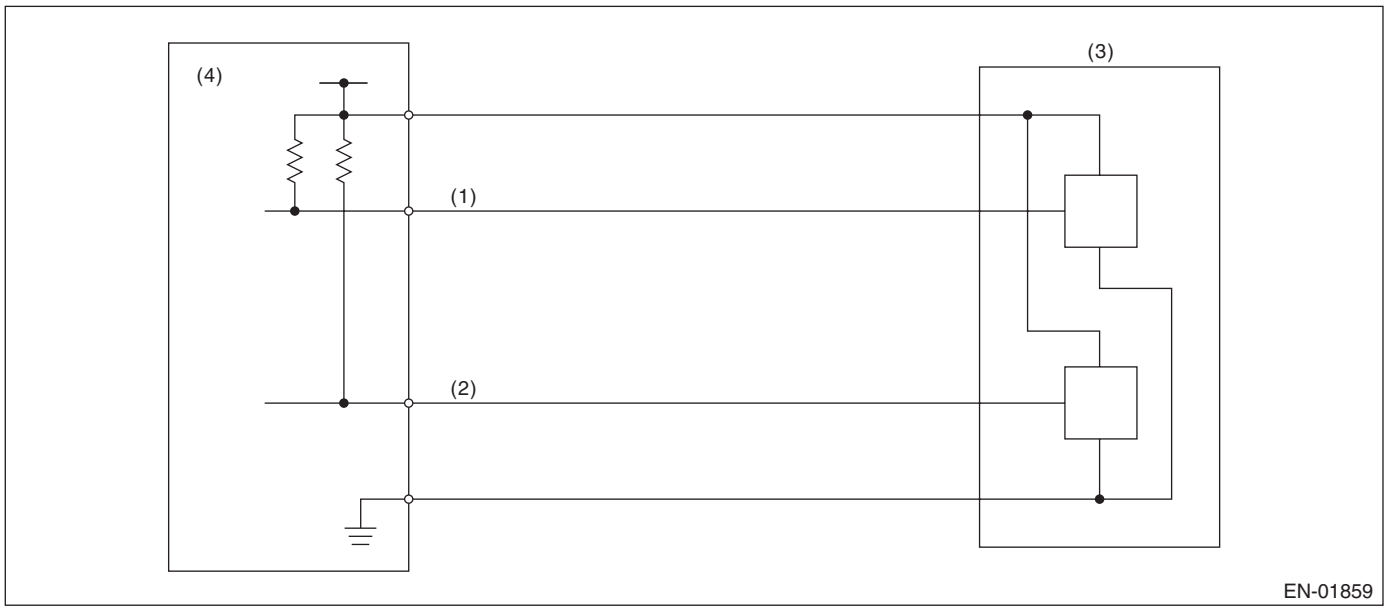
Memorize the freeze frame data. (For test mode $02)

DK:DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A”/“B” VOLTAGE CORRELATION

1. OUTLINE OF DIAGNOSIS

Judge as NG when the signal level of throttle position sensor 1 is different from the throttle position sensor 2.

2. COMPONENT DESCRIPTION



(1) Throttle position sensor 1 signal
(2) Throttle position sensor 2 signal
(3) Throttle position sensor
(4) Engine control module (ECM)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 6 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Signal difference between two sensors	> Value from Map

Map

Throttle position sensor 1 opening angle (°) = d	0 ≤ d < 2.125 °	2.125 ° ≤ d < 4.25 °	4.25 ° ≤ d < 9 °	9 ° ≤ d < 31.625 °	31.625 ° ≤ d
Sensor output difference (°)	5.15 °	6.15 °	8.28 °	10.4 °	12.4 °

Time Needed for Diagnosis: 212 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Signal difference between two sensors	≤ Value from Map

Time Needed for Diagnosis: 24 ms

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

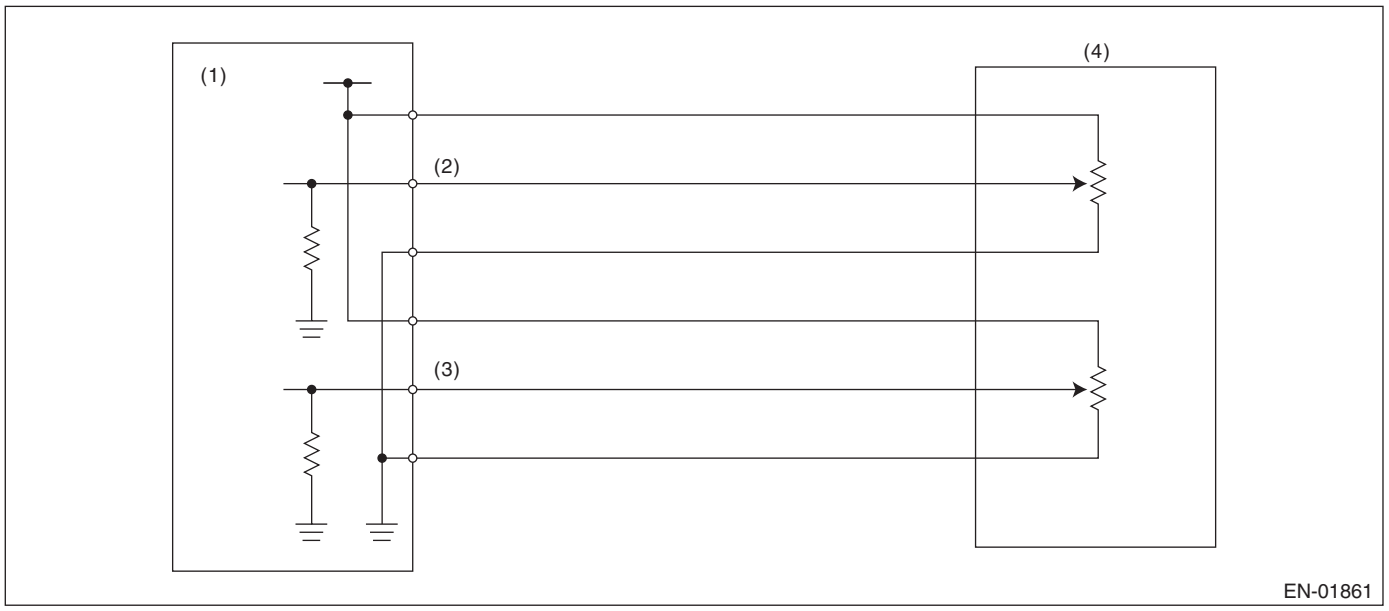
Memorize the freeze frame data. (For test mode $02)

DL:DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D”/“E” VOLTAGE CORRELATION

1. OUTLINE OF DIAGNOSIS

Judge as NG when the signal level of throttle position sensor 1 is different from the throttle position sensor 2.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Accelerator pedal position sensor 1 signal
(3) Accelerator pedal position sensor 2 signal
(4) Accelerator pedal position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 6 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Signal difference between two sensors	> Map

Map

Throttle position sensor 1 opening angle (°) = d	0 ≤ d < 0.6 °	0.6 ° ≤ d < 1.2 °	1.2 ° ≤ d < 2 °	2 ° ≤ d < 4 °	4 ° ≤ d
Sensor output difference (°)	1.465 °	1.597 °	1.663 °	2.455 °	3.116 °

Time Needed for Diagnosis: 116 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Signal difference between two sensors	≤ Map

Time Needed for Diagnosis: 116 ms

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Throttle opening is fixed to 6°.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

DM:DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of barometric pressure sensor output property.
Judge as NG when the barometric pressure sensor output is largely different from the intake manifold pressure at engine start.

2. COMPONENT DESCRIPTION

The barometric pressure sensor is built into the ECM.

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine speed	< 300 rpm
Vehicle speed	< 1 km/h (0.6 MPH)

4. GENERAL DRIVING CYCLE

Perform the diagnosis once at ignition switch ON.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
|Barometric pressure – Intake manifold pressure|	≥ 26.7 kPa (200 mmHg, 7.9 inHg)
|Intake manifold pressure at engine start – Intake manifold pressure|	< 1.3 kPa (9.99 mmHg, 0.4 inHg)

Time Needed for Diagnosis:328 ms
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
|Barometric pressure – Intake manifold pressure|	< 26.7 kPa (200 mmHg, 7.9 inHg)

Time Needed for Diagnosis:262 ms

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Barometric pressure sensor process: Fix the barometric pressure to 101 kPa (760 mmHg, 29.8 inHg).

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

DN:DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open/short circuit of the barometric pressure sensor.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION

The barometric pressure sensor is built into the ECM.

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

- **Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 1.706646812 V

Time Needed for Diagnosis:500 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

- **Normality Judgment**

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 1.706646812 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Barometric pressure sensor process: Fix the barometric pressure to 101 kPa (760 mmHg, 29.8 inHg).

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode $02)

DO:DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open/short circuit of the barometric pressure sensor.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION

The barometric pressure sensor is built into the ECM.

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

- **Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.233789985 V

Time Needed for Diagnosis:500 ms
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

- **Normality Judgment**

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 4.233789985 V

Time Needed for Diagnosis: Less than 1 second

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITIONS

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Barometric pressure sensor process: Fix the barometric pressure to 101 kPa (760 mmHg, 29.8 inHg).

9. ECM OPERATION AT DTC SETTING

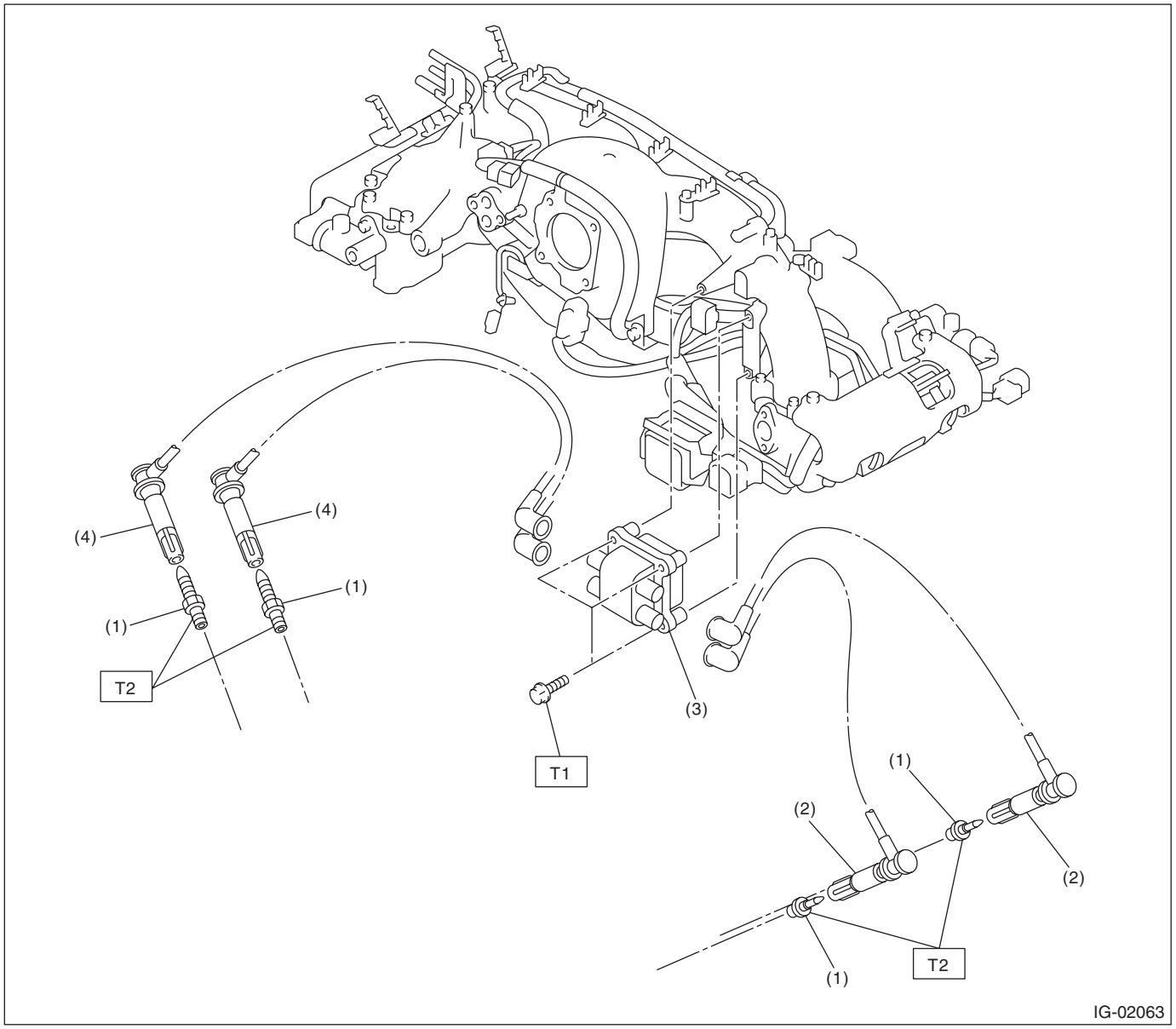
Memorize the freeze frame data. (For test mode $02)

1. General Description

A: SPECIFICATION

Item		Specification
Ignition coil and ignitor assembly	Type	FH 0286/FH 0363
	Manufacturer	Diamond Electric
	Secondary coil resistance	11.2 kΩ±15%
Spark plug	Manufacturer and type	NGK: FR5AP-11
	Thread size (diameter, pitch, length) mm	14, 1.25, 19
	Spark plug gap mm (in)	1.0 — 1.1 (0.039 — 0.043)
	Electrode	Platinum

B: COMPONENT



(1) Spark plug
(2) Spark plug cord (#1, #3)
(3) Ignition coil and ignitor ASSY
(4) Spark plug cord (#2, #4)

Tightening torque:N·m (kgf-m, ft-lb)
T1: 6.4 (0.65, 4.7)
T2: 21 (2.1, 15.5)

C: CAUTION

• Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
• Remove contamination including dirt and corrosion before removal, installation or disassembly.
• Keep the disassembled parts in order and protect them from dust and dirt.
• Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
• Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
• Be sure to tighten fasteners including bolts and nuts to the specified torque.
• Place shop jacks or rigid racks at the specified points.
• Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

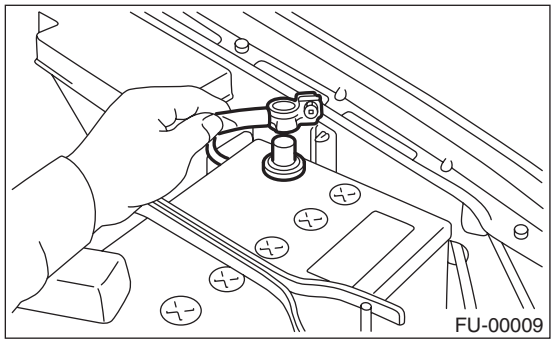
2. Spark Plug

A: REMOVAL

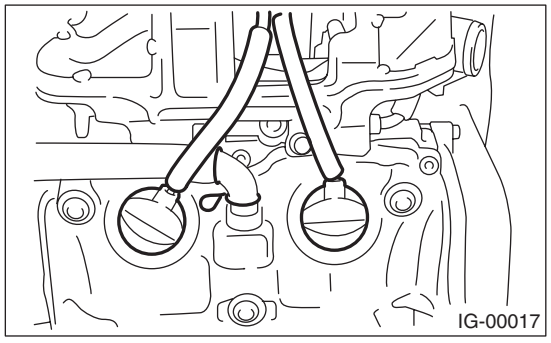
Spark plug:
Refer to "SPECIFICATION" for spark plug. <Ref. to IG(H4SO)-2, SPECIFICATION, General Description.>

1. RH SIDE

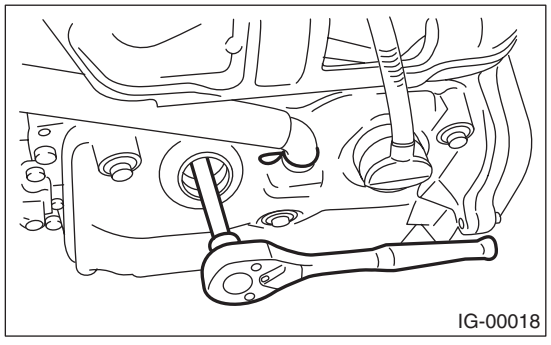
1) Disconnect the ground cable from the battery.



2) Remove the air cleaner case. <Ref. to IN(H4SO)-5, REMOVAL, Air Cleaner Case.>
3) Remove the spark plug cords by pulling the boot. (Do not pull the cord itself.)

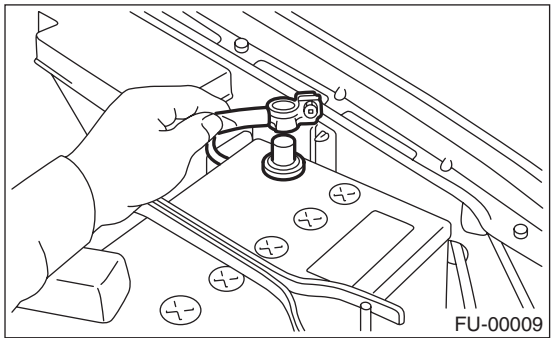


4) Remove the spark plug with a spark plug socket.

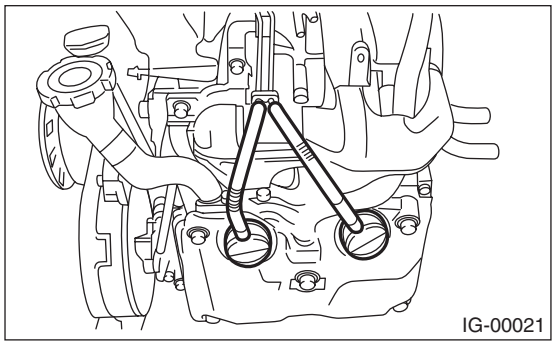


2. LH SIDE

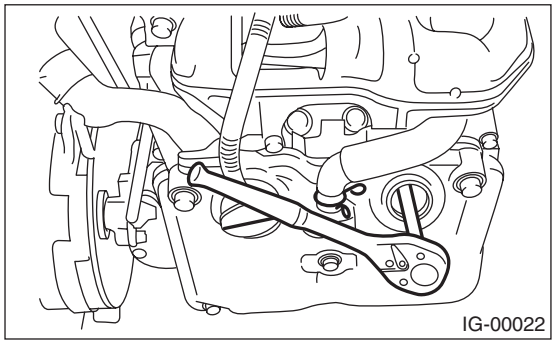
1) Disconnect the ground cable from battery.



2) Remove the spark plug cords by pulling the boot. (Do not pull the cord itself.)



3) Remove the spark plug with a spark plug socket.



B: INSTALLATION

1. RH SIDE

Install in the reverse order of removal.

Tightening torque:
21 N·m (2.1 kgf-m, 15.5 ft-lb)

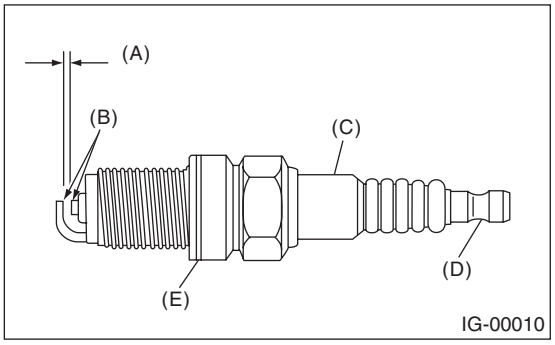
2. LH SIDE

Install in the reverse order of removal.

Tightening torque:
21 N·m (2.1 kgf-m, 15.5 ft-lb)

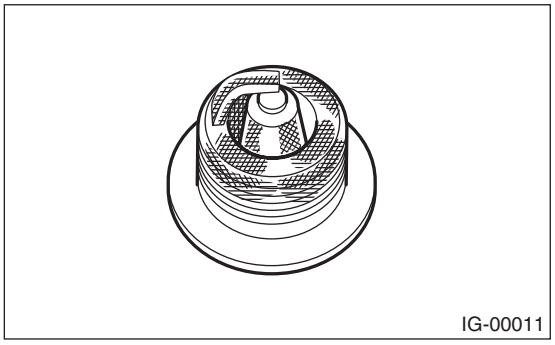
C: INSPECTION

Check the electrodes and inner and outer ceramic insulator of plugs, noting the type of deposits and the degree of electrode erosion.

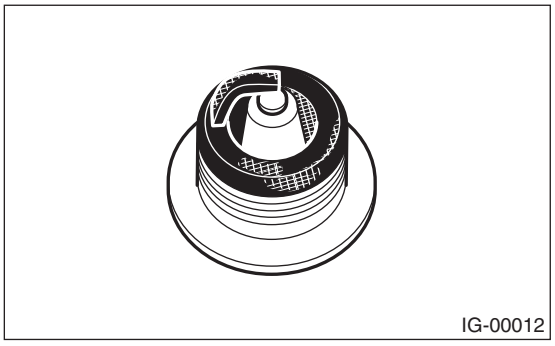


(A) Spark plug gap
(B) Carbon accumulation or wear
(C) Crack
(D) Damage
(E) Damaged gasket

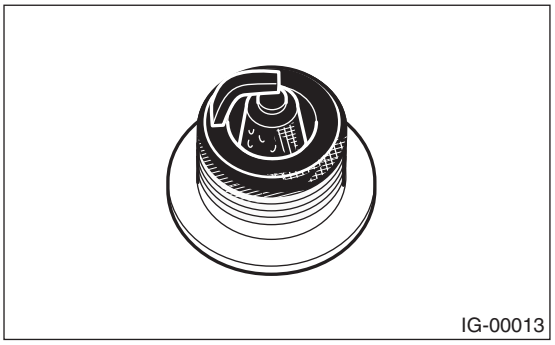
1) Normal:
Brown to grayish-tan deposits and slight electrode wear indicate correct spark plug heat range.



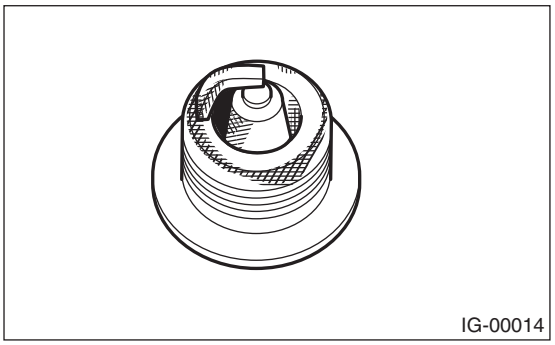
2) Carbon fouled:
Dry fluffy carbon deposits on insulator and electrode are mostly caused by slow speed driving in the city, weak ignition, too rich fuel mixture, dirty air cleaner, etc.



3) Oil fouled:
Wet black deposits show oil entrance into combustion chamber through worn rings or increased clearance between valve guides and stems.



4) Overheating:
White or light gray insulator with black or brown spots and bluish burnt electrodes indicates engine overheating, incorrect ignition timing, improper fuel use, or loose spark plugs.

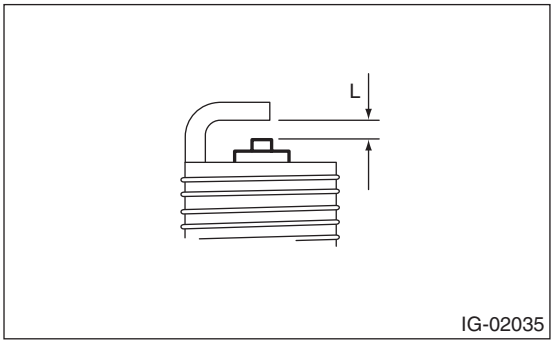


D: ADJUSTMENT

Clean the spark plug with nylon brush, etc. Clean and remove the carbon or oxide deposits. If deposits are too stubborn, replace the spark plugs. After cleaning the spark plugs, measure the spark plug gap using a gap gauge.

NOTE:
- Do not use a plug cleaner.
- Do not use metal brush or it will wear insulator.

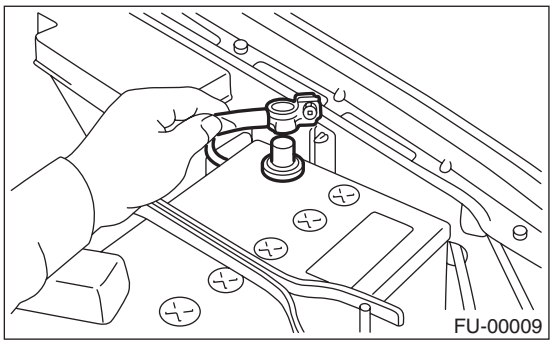
Spark plug gap: L
1.0 — 1.1 mm (0.039 — 0.043 in)



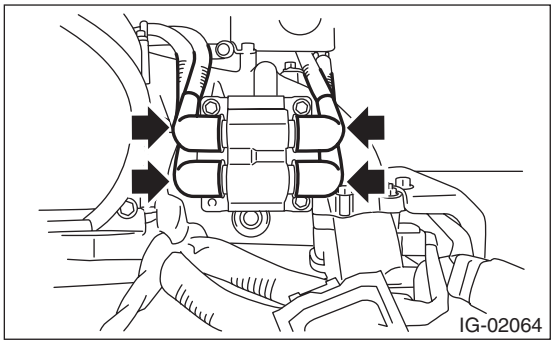
3. Ignition Coil and Ignitor Assembly

A: REMOVAL

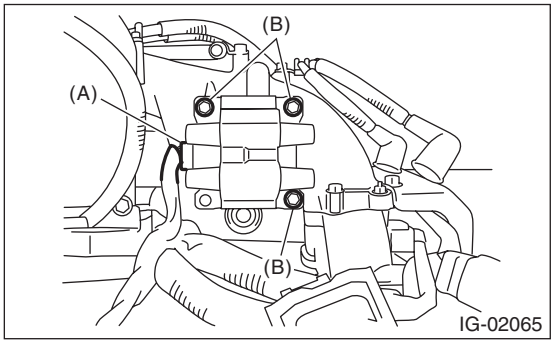
1) Disconnect the ground cable from the battery.



2) Disconnect the spark plug cords from ignition coil and ignitor assembly.



3) Disconnect the connector (A) from ignition coil and ignitor assembly.
4) Remove the bolt (B) which secures the ignition coil and ignitor assembly to intake manifold.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

CAUTION:
Connect the spark plug cords to correct positions. Failure to do so will damage the unit.

C: INSPECTION

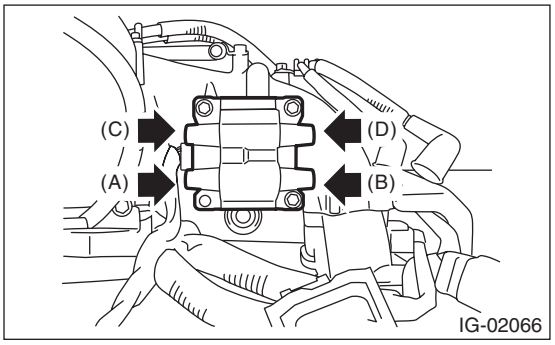
Check the following items using a tester. Replace if defective.

- Secondary coil resistance

CAUTION:
- **If the resistance is extremely low, it indicates the presence of a short-circuit.**
- **Ignitor is integrated with the coil. Therefore the resistance of primary side coil cannot be measured.**

Specified resistance:

[Secondary side]
Between (A) and (B)
11.2 kΩ±15%
Between (C) and (D)
11.2 kΩ±15%



4. Spark Plug Cord

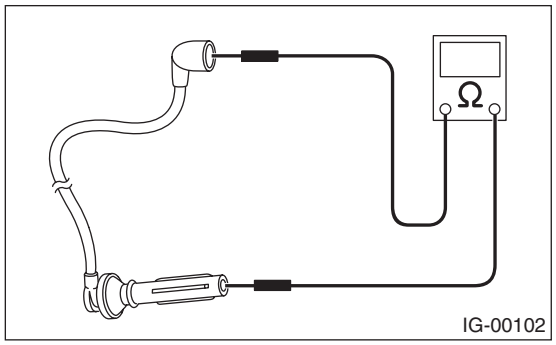
A: INSPECTION

Check the following items.

- Damage to cords, deformation, burning or rust formation of terminals
- Resistance value of cords

Specified resistance:

#1 cord: 7.1 — 12.1 kΩ
#2 cord: 12.1 — 19.9 kΩ
#3 cord: 7.7 — 13.0 kΩ
#4 cord: 12.3 — 20.2 kΩ



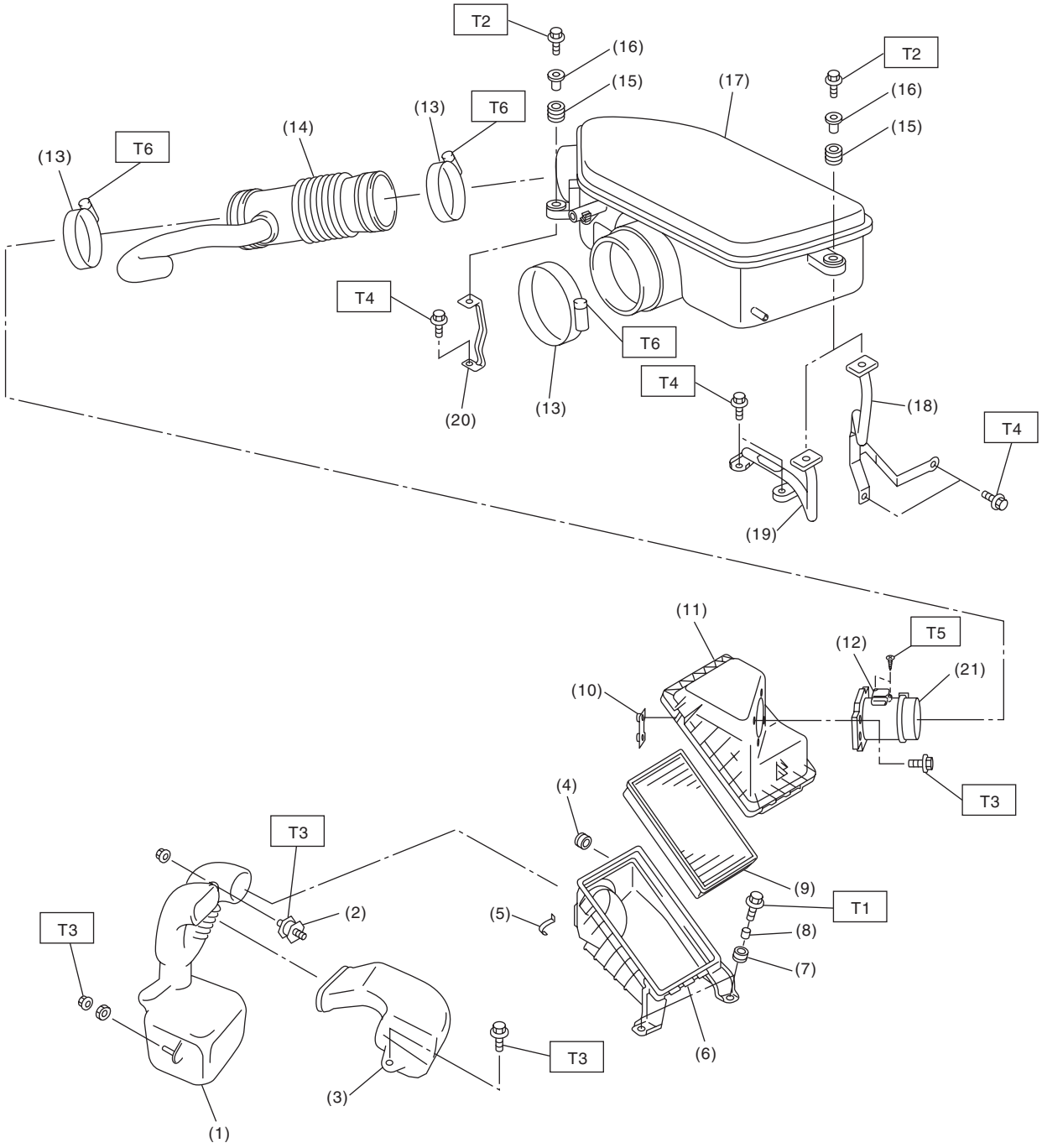
1. General Description

A: SPECIFICATION

Specifications for the SOHC U5 model are the same as the SOHC model. <Ref. to IG(H4SO)-2, General Description.>

1. General Description

A: COMPONENT



IN-02202

(1) Resonator chamber
(2) Cushion
(3) Air intake duct
(4) Cushion
(5) Clip
(6) Air cleaner lower case
(7) Cushion
(8) Spacer
(9) Air cleaner element
(10) Guide
(11) Air cleaner upper cover (with a HC adsorption filter: U5 model)
(12) Air flow sensor
(13) Clamp
(14) Intake boot
(15) Cushion
(16) Spacer
(17) Air intake chamber
(18) Stay LH (MT model)
(19) Stay LH (AT model)
(20) Stay RH
(21) Duct

Tightening torque:N·m (kgf-m, ft-lb)	
T1:	*33 (3.4, 24.3)*
T2:	*6.5 (0.66, 4.8)*
T3:	*7.5 (0.76, 5.5)*
T4:	*16 (1.6, 11.8)*
T5:	*1.0 (0.10, 0.7)*
T6:	*3.0 (0.3, 2.1)*

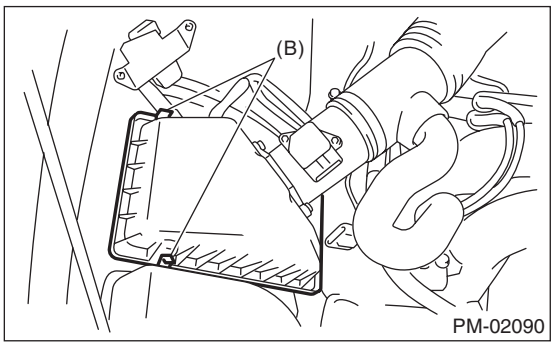
B: CAUTION

• Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
• Remove contamination including dirt and corrosion before removal, installation or disassembly.
• Keep the disassembled parts in order and protect them from dust and dirt.
• Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
• Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
• Be sure to tighten fasteners including bolts and nuts to the specified torque.
• Place shop jacks or rigid racks at the specified points.
• Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

2. Air Cleaner Element

A: REMOVAL

1) Remove the clips (B) on air cleaner case.



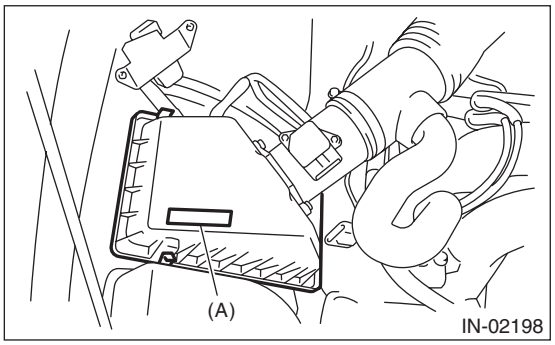
2) Remove the air cleaner element.

B: INSTALLATION

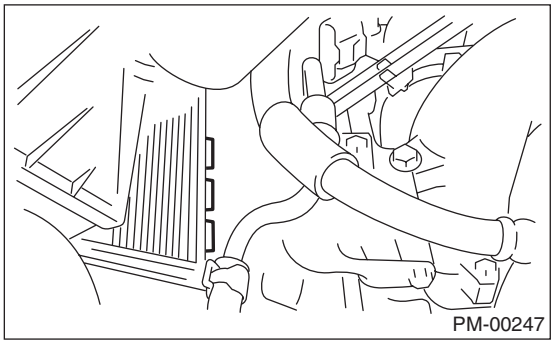
Install in the reverse order of removal.

NOTE:

• The air cleaner element differs depending on the destination market. For the specification of U5 model, refer to the NOTE (A) on the upper side of air cleaner upper cover.



• Fasten with a clip after inserting the lower tab of case.



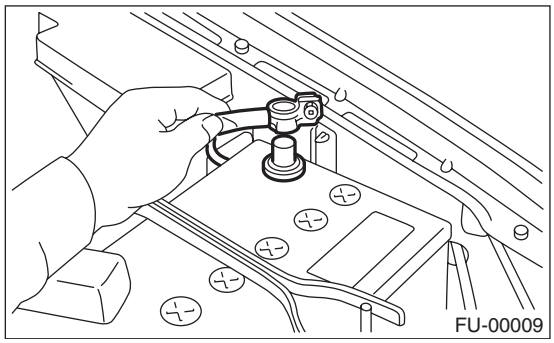
C: INSPECTION

1) Replace with a new part if the air cleaner element is extremely damaged or dirty.
2) Replace the air cleaner upper cover when the HC adsorption filter is damaged. (U5 model)

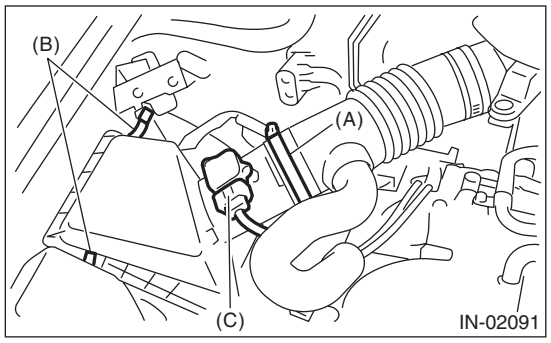
3. Air Cleaner Case

A: REMOVAL

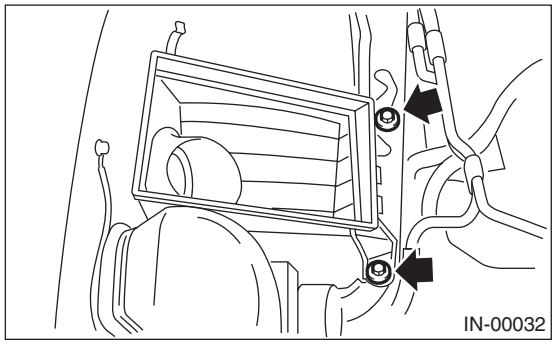
1) Disconnect the ground cable from the battery.



2) Loosen the clamps (A) which connect the air cleaner case and the intake boot.
3) Remove the clips (B) from air cleaner case.
4) Disconnect the connector (C) from mass air flow and intake air temperature sensor.



5) Remove the intake boot and upper cover from air cleaner case.
6) Remove the air cleaner element.
7) Remove the bolts which install air cleaner case to vehicle body.

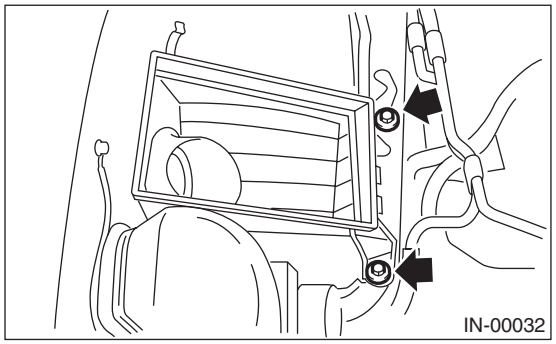


8) Remove the air cleaner case.

B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:
33 N·m (3.4 kgf-m, 24.3 ft-lb)



C: INSPECTION

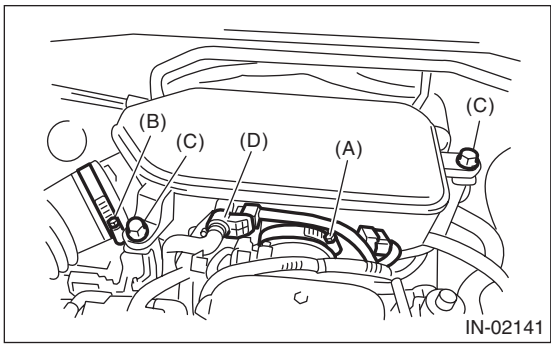
1) Check for cracks or loose connection.
2) Replace the air cleaner upper cover when the duct is damaged. (U5 model)

NOTE:
Do not remove the duct as it cannot be reinstalled. (U5 model)

4. Air Intake Chamber

A: REMOVAL

1) Loosen the clamp (A) which connects air intake chamber to throttle body.
2) Loosen the clamp (B) which connects the duct to air intake chamber.
3) Remove the bolt (C) which secures air intake chamber to the stay.
4) Disconnect the connector (D).

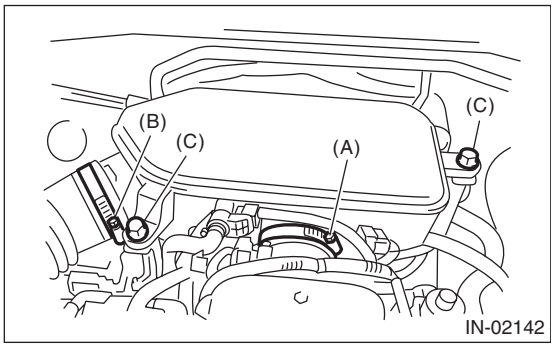


5) Disconnect the blow-by hoses, and then remove air intake chamber.

B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:
Clamp (A), (B)
3.0 N·m (0.3 kgf-m, 2.1 ft-lb)
Bolt (C)
6.5 N·m (0.66 kgf-m, 4.8 ft-lb)



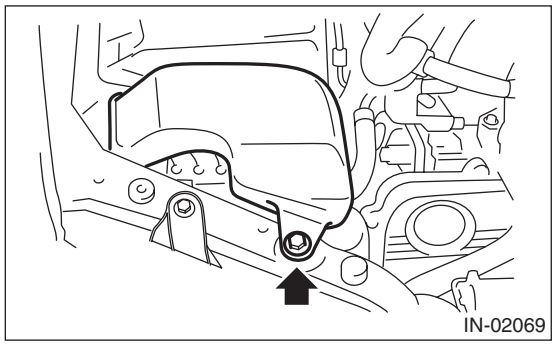
C: INSPECTION

1) Check for cracks or loose connection.
2) Inspect that no foreign objects are mixed in the air intake chamber.

5. Air Intake Duct

A: REMOVAL

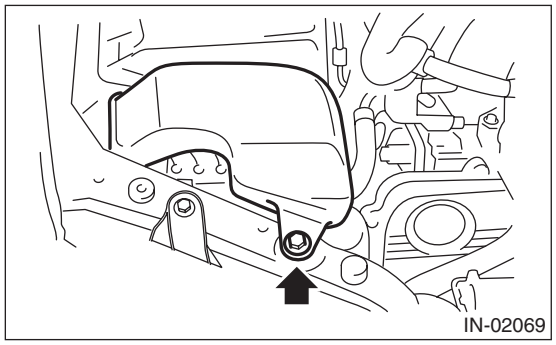
1) Remove the bolts which install the air intake duct on the front side of body.
2) Remove the air intake duct.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:
7.5 N·m (0.76 kgf-m, 5.5 ft-lb)



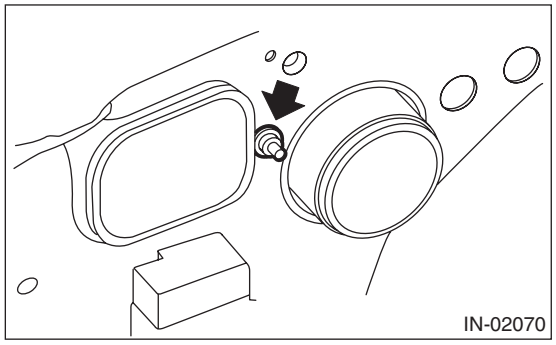
C: INSPECTION

1) Check for cracks or loose connection.
2) Inspect that no foreign objects in the air intake duct.

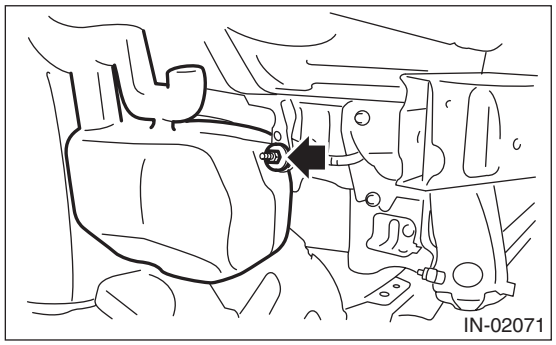
6. Resonator Chamber

A: REMOVAL

1) Set the vehicle on a lift.
2) Remove the air intake duct.
3) Remove the air cleaner lower case.
<Ref. to IN(H4SO)-5, REMOVAL, Air Cleaner Case.>
4) Remove the resonator chamber attaching bolts on the right side of the engine room.



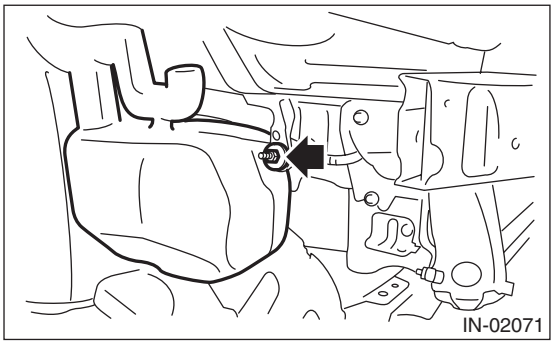
5) Remove the front wheel RH, and lift-up the vehicle.
6) Remove the front mudguard RH.
7) Remove the resonator chamber from the inside front fender.

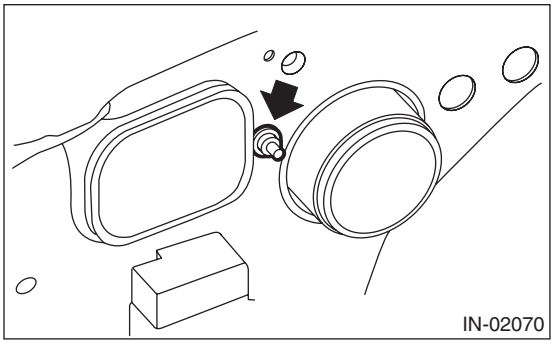


B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:
7.5 N·m (0.76 kgf-m, 5.5 ft-lb)





C: INSPECTION

1) Check for cracks or loose connection.
2) Check that no foreign objects are mixed in the resonator.

1. General Description

A: SPECIFICATION

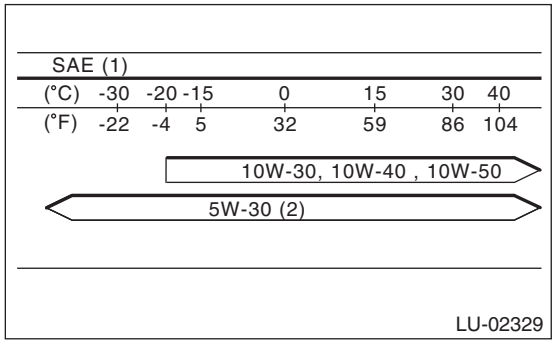
Removal and installation procedures for the SOHC U5 model are the same as the SOHC model. <Ref. to IN(H4SO)-2, General Description.>

1. General Description

A: SPECIFICATION

Lubrication method				Forced lubrication
Oil pump	Pump type			Trochoid type
	Number of teeth	Inner rotor		9
		Outer rotor		10
	Outer rotor diameter × thickness	Turbo or non-turbo (U6 model)		78 × 10 mm (3.07 × 0.39 in)
		Non-turbo (U5 model)		76 × 10 mm (2.99 × 0.39 in)
	Tip clearance between inner and outer rotors		Specification	0.04 — 0.14 mm (0.0016 — 0.0055 in)
			Limit	0.18 mm (0.0071 in)
	Side clearance between inner rotor and pump case		Specification	0.02 — 0.07 mm (0.0008 — 0.0028 in)
			Limit	0.12 mm (0.0047 in)
	Case clearance between outer rotor and pump case		Specification	0.10 — 0.175 mm (0.0039 — 0.0069 in)
			Limit	0.20 mm (0.0079 in)
	Performance (Oil temperature 80°C (176°F)	600 rpm	Discharge pressure	98 kPa (1.0 kgf/cm^2, 14 psi)
			Discharge rate	4.6 ℓ (4.9 US qt, 4.0 Imp qt)/min. or more
		5,000 rpm	Discharge pressure	294 kPa (3.0 kgf/cm^2, 43 psi)
			Discharge rate	47.0 ℓ (49.7 US qt, 41.4 Imp qt)/min. or more
	Relief valve working pressure			588 kPa (6.0 kgf/cm^2, 85 psi)
Oil filter	Filter type			Full-flow filter type
	Filtration area	Outer diameter: 68 mm (2.68 in)		800 cm^2 (124 sq in)
		Outer diameter: 65 mm (2.56 in)		470 cm^2 (73 sq in)
	By-pass valve opening pressure			160 kPa (1.63 kgf/cm^2, 23.2 psi)
	Outer diameter × width	Outer diameter: 68 mm (2.68 in)		68 × 65 mm (2.68 × 2.56 in)
		Outer diameter: 65 mm (2.56 in)		65 × 74.4 mm (2.56 × 2.93 in)
	Installation bolt specifications			M 20 × 1.5
Oil pressure switch	Type			Immersed contact point type
	Operating voltage — wattage			12 V — 3.4 W or less
	Warning light operating pressure			14.7 kPa (0.15 kgf/cm^2, 2.1 psi)
	Proof pressure			981 kPa (10 kgf/cm^2, 142 psi) or more
Engine oil	Capacity (at overhaul)			5.0 ℓ (5.4 US qt, 4.5 Imp qt)
	When replacing engine oil and oil filter			4.2 ℓ (4.4 US qt, 3.7 Imp qt)
	When replacing engine oil only			4.0 ℓ (4.2 US qt, 3.5 Imp qt)

Recommended oil:
Items having the API standard SM "Energy Conserving" logo
ILSAC standard GF-4 "starburst mark" displayed on container top.



(1) SAE viscosity No. and applicable temperature
(2) Recommended

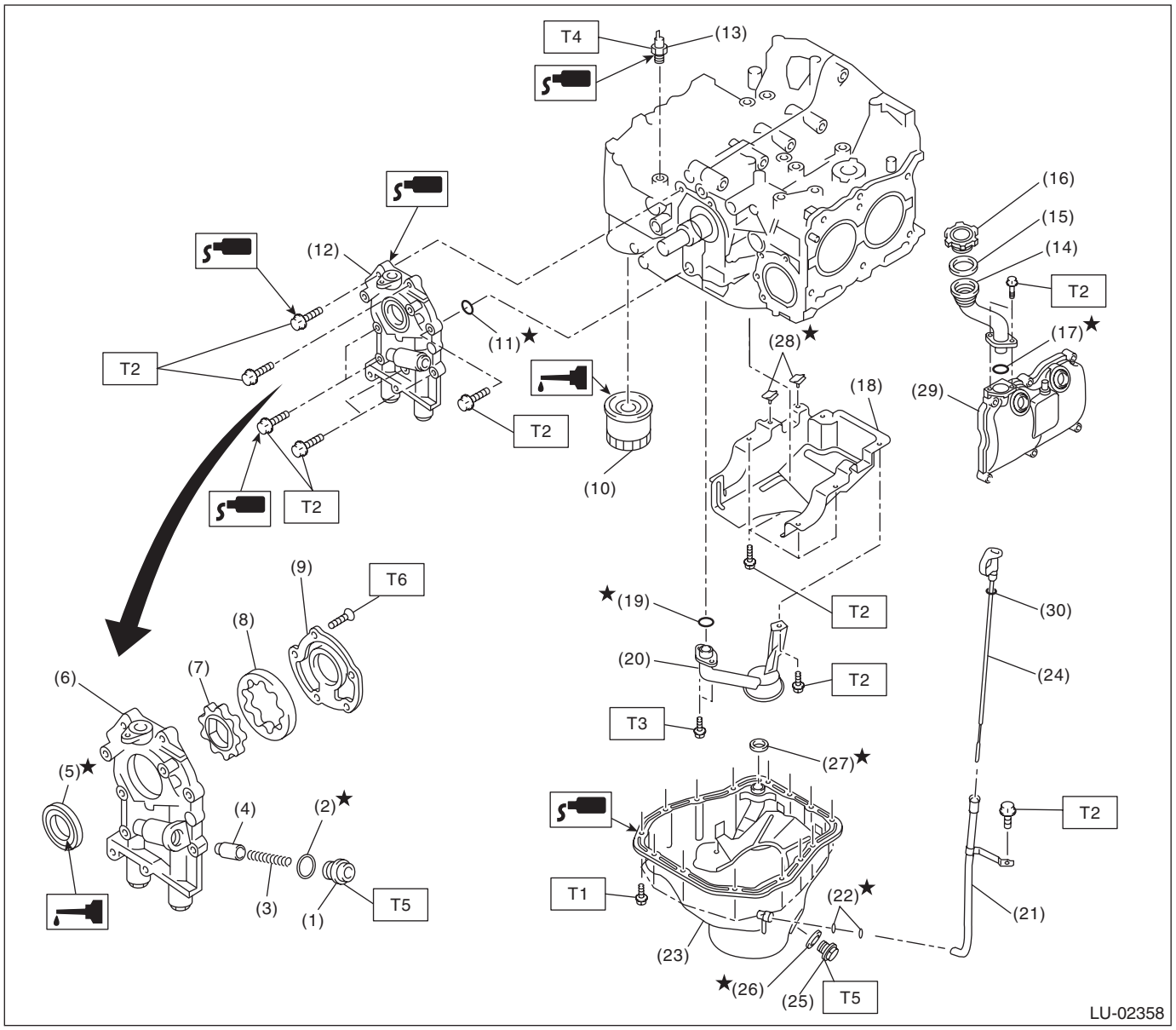
The proper viscosity oil helps the engine maintain its ideal temperature, and cranking speed increased by reducing viscosity friction in hot condition.

CAUTION:
It is acceptable to fill an engine with oil of another name when replacing oil, but use an API standard specified by Subaru or one that has SAE viscosity number.

NOTE:
Use an oil with the viscosity shown below if the vehicle is used in regions of high temperature, or in severe environments. API standard: SM or SL
SAE viscosity No.: 30, 40, 10W-50, 20W-40, 20W-50

B: COMPONENT

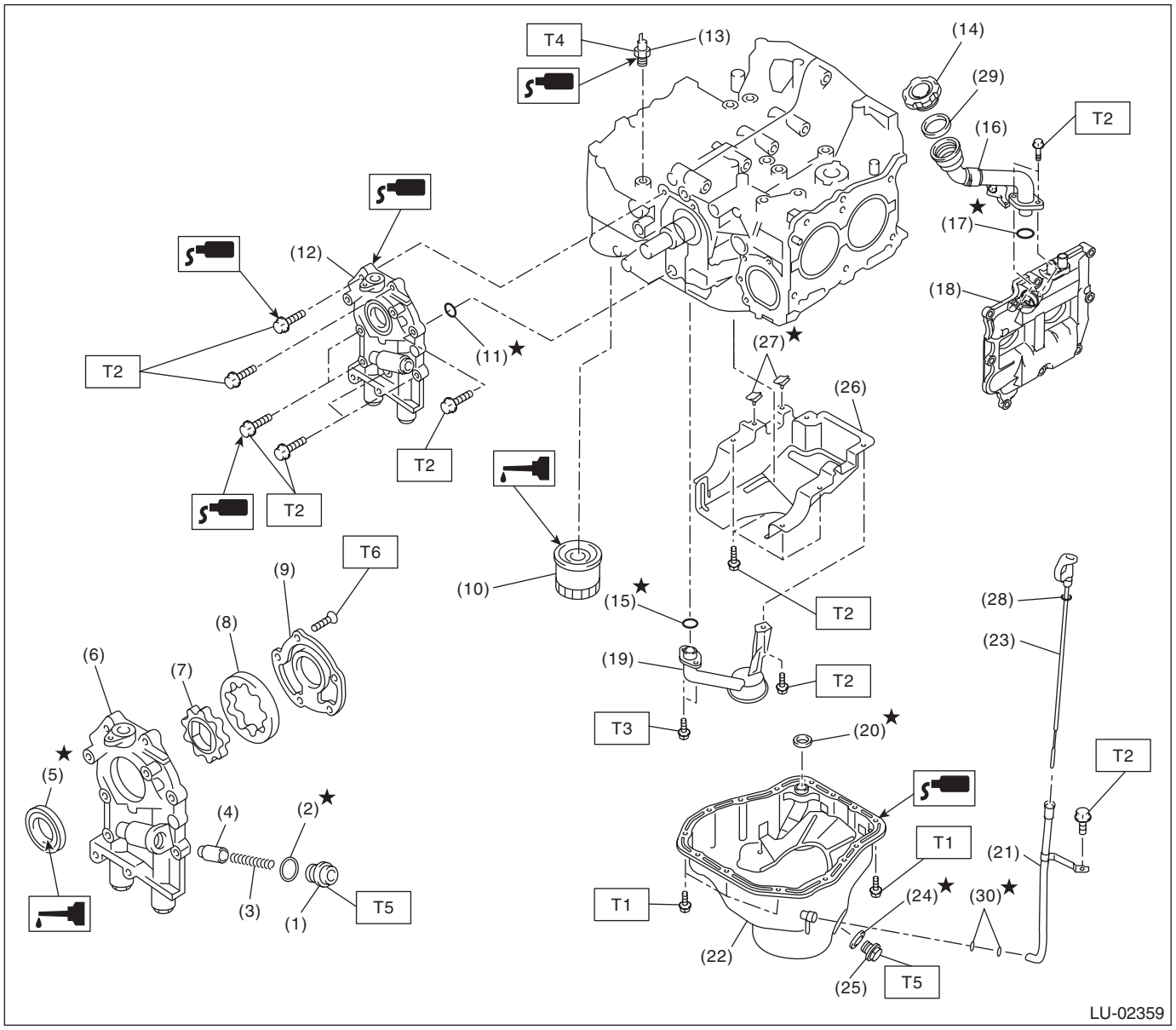
1. NON-TURBO MODEL



(1) Plug
(2) Gasket
(3) Relief valve spring
(4) Relief valve
(5) Front oil seal
(6) Oil pump case
(7) Inner rotor
(8) Outer rotor
(9) Oil pump cover
(10) Oil filter
(11) O-ring
(12) Oil pump ASSY
(13) Oil pressure switch
(14) Oil filler duct
(15) Gasket
(16) Oil filler cap
(17) O-ring
(18) Baffle plate
(19) O-ring
(20) Oil strainer
(21) Oil level gauge guide
(22) O-ring
(23) Oil pan
(24) Oil level gauge
(25) Drain plug
(26) Drain plug gasket
(27) Gasket
(28) Seal
(29) Rocker cover
(30) O-ring

Tightening torque:N·m (kgf-m, ft-lb)
T1: 5 (0.5, 3.7)
T2: 6.4 (0.65, 4.7)
T3: 10 (1.0, 7.2)
T4: 25 (2.5, 18.4)
T5: 44 (4.5, 32.5)
T6: 5.4 (0.55, 4.0)

2. TURBO MODEL



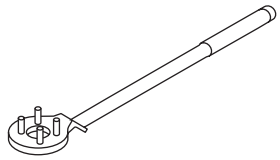
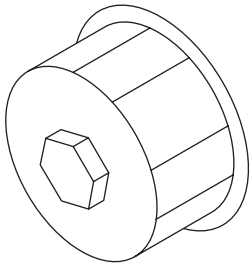
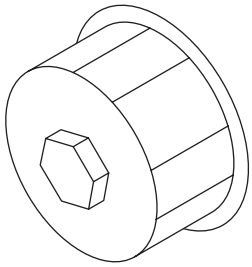
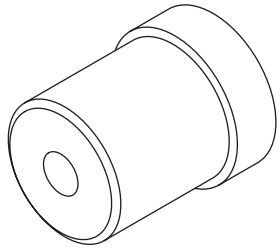
(1) Plug
(2) Gasket
(3) Relief valve spring
(4) Relief valve
(5) Front oil seal
(6) Oil pump case
(7) Inner rotor
(8) Outer rotor
(9) Oil pump cover
(10) Oil filter
(11) O-ring
(12) Oil pump ASSY
(13) Oil pressure switch
(14) Oil filler cap
(15) O-ring
(16) Oil filler duct
(17) O-ring
(18) Rocker cover
(19) Oil strainer
(20) Gasket
(21) Oil level gauge guide
(22) Oil pan
(23) Oil level gauge
(24) Drain plug gasket
(25) Drain plug
(26) Baffle plate
(27) Seal
(28) O-ring
(29) Gasket
(30) O-ring

Tightening torque:N·m (kgf-m, ft-lb)
T1: 5 (0.5, 3.7)
T2: 6.4 (0.65, 4.7)
T3: 10 (1.0, 7.2)
T4: 25 (2.5, 18.4)
T5: 44 (4.5, 32.5)
T6: 5.4 (0.55, 4.0)

C: CAUTION

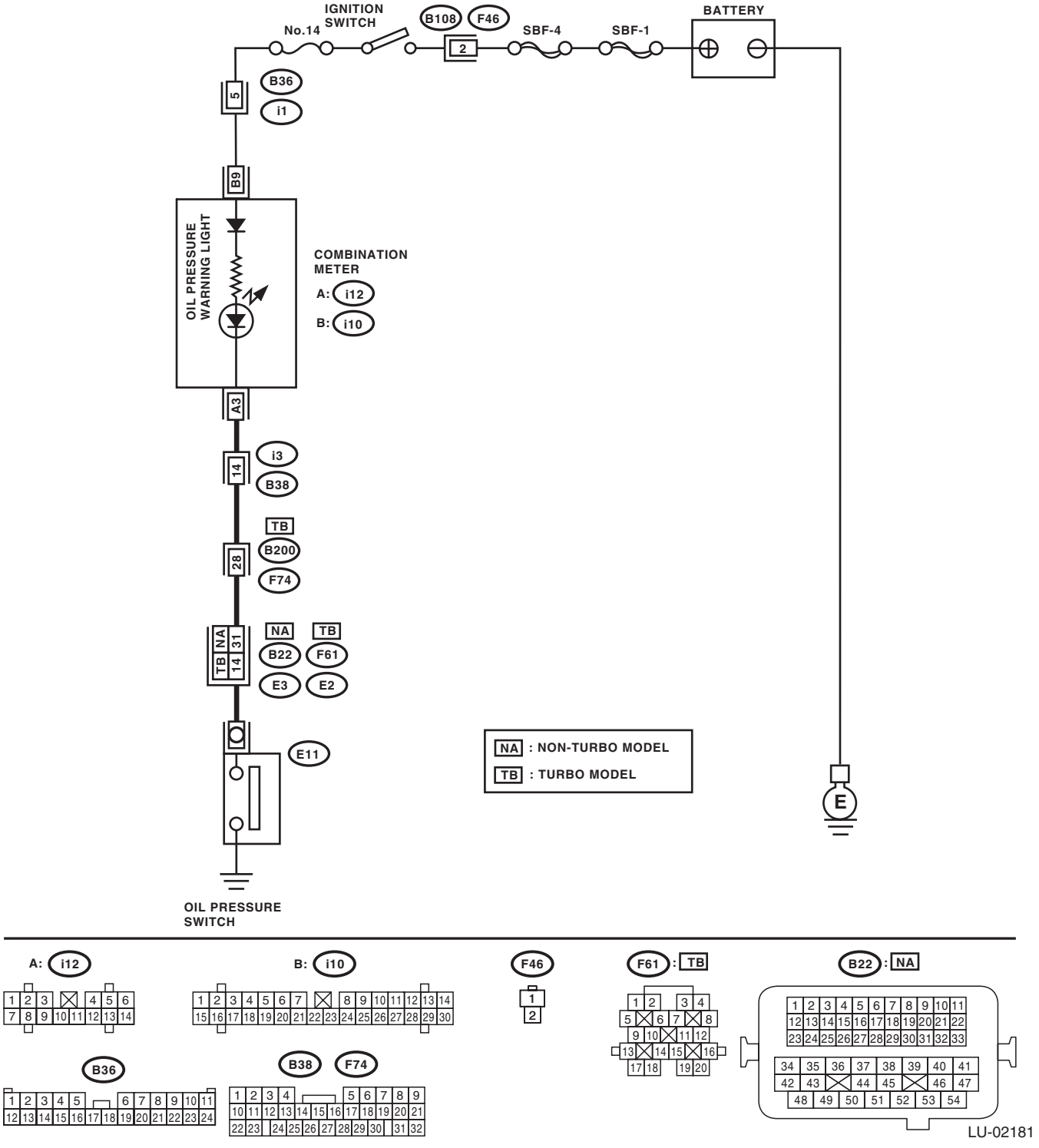
• Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
• Remove contamination including dirt and corrosion before removal, installation or disassembly.
• Keep the disassembled parts in order and protect them from dust and dirt.
• Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
• Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
• Be sure to tighten fasteners including bolts and nuts to the specified torque.
• Place shop jacks or rigid racks at the specified points.
• Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.
• If the engine oil is spilt over exhaust pipe or the under cover, wipe it off with cloth to avoid emitting smoke or causing a fire.

D: PREPARATION TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499977100	499977100	CRANK PULLEY WRENCH	Used to stop rotation of the crank pulley when loosening or tightening crank pulley bolts.
 ST18332AA000	18332AA000	OIL FILTER WRENCH	Used for removing and installing oil filter. (Outer diameter: 68 mm (2.68 in))
 ST18332AA010	18332AA010	OIL FILTER WRENCH	Used for removing and installing oil filter. (Outer diameter: 65 mm (2.56 in))
 ST-499587100	499587100	OIL SEAL INSTALLER	Used for installing oil seal into oil pump.

2. Oil Pressure System

A: WIRING DIAGRAM



B: INSPECTION

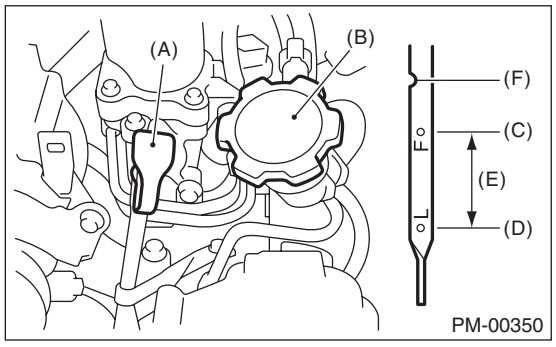
Step		Check	Yes	No
1	**CHECK COMBINATION METER.** 1) Turn the ignition switch to ON (engine OFF). 2) Check other warning lights.	Does the warning light illuminate?	Go to step **2**.	Repair or replace the combination meter. <Ref. to IDI-3, INSPECTION, Combination Meter System.>
2	**CHECK THE HARNESS CONNECTOR BETWEEN THE COMBINATION METER AND THE OIL PRESSURE SWITCH.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from oil pressure switch. 3) Turn the ignition switch to ON. 4) Measure the voltage of harness between oil pressure switch connector and chassis ground. ***Connector & terminal*** ***(E11) No. 1 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Replace the oil pressure switch.	Go to step **3**.
3	**CHECK COMBINATION METER.** 1) Turn the ignition switch to OFF. 2) Remove the combination meter. 3) Measure the resistance of combination meter. ***Terminals*** ***(i10) No. 9 — (i12) No. 3:***	Is the resistance less than 10 Ω?	Repair the harness and connector. NOTE: In this case, repair the following items. • Open circuit of harness between combination meter and oil pressure switch • Poor contact in combination meter connector • Poor contact in oil pressure switch connector • Poor contact in coupling connector	Repair or replace the combination meter. <Ref. to IDI-3, INSPECTION, Combination Meter System.>

3. Engine Oil

A: INSPECTION

1) Park the vehicle on a level surface.
2) Remove the oil level gauge and wipe away the oil.
3) Reinsert the oil level gauge all the way. Be sure that the oil level gauge is correctly inserted and properly orientated.
4) Remove the oil level gauge again and check the reading. If the engine oil level is below “L” line, add oil to bring the level up to “F” line.
5) Start the engine and warm it up for a time.
6) After turning off the engine, wait a few minutes for the oil to return to the oil pan before checking the level.
7) Just after driving or while the engine is warm, engine oil level shows in the range between “F” line and notch mark. This is caused by thermal expansion of engine oil.

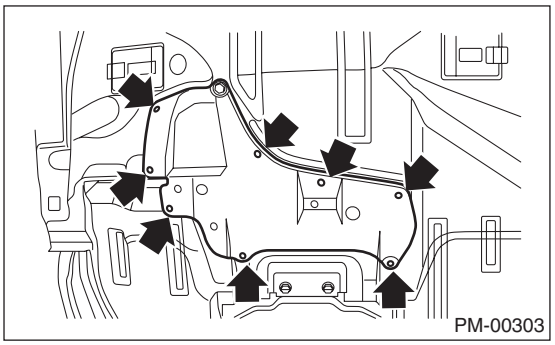
NOTE:
• To prevent overfilling of engine oil, do not add oil above “F” line when the engine is cold.
• As the oil level gauge is used for daily maintenance, the upper level and the lower level is set assuming that the engine is cold.



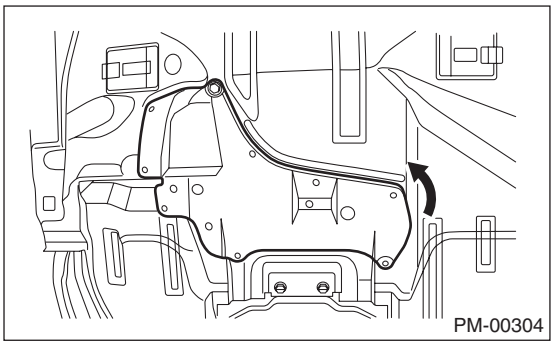
(A) Oil level gauge
(B) Engine oil filler cap
(C) Upper level
(D) Lower level
(E) Approx. 1.0 ℓ (1.1 US qt, 0.9 Imp qt)
(F) Notch mark

B: REPLACEMENT

1) Set the vehicle on a lift.
2) Open the engine oil filler cap for quick draining of engine oil.
3) Lift up the vehicle.
4) Remove the service hole clip located on the under cover.



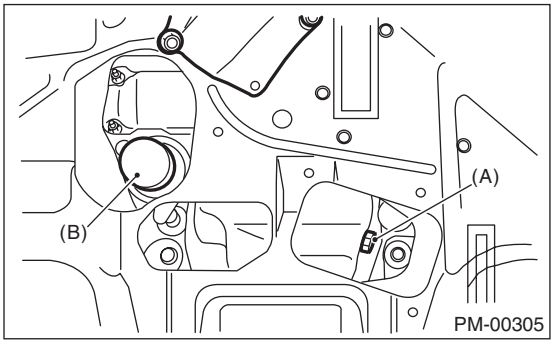
5) Rotate the service hole cover in the arrow direction.



6) Drain engine oil by loosening the engine oil drain plug.

CAUTION:
If the engine oil is spilt over exhaust pipe or the under cover, wipe it off with cloth to avoid emitting smoke or causing a fire.

NOTE:
Prepare the container for draining of engine oil.

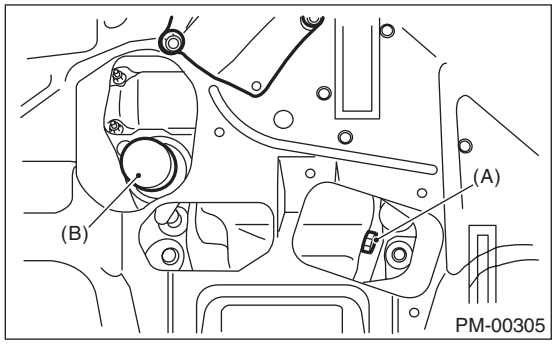


(A) Drain plug
(B) Oil filter

7) Tighten the engine oil drain plug after draining engine oil.

NOTE:
Use a new drain plug gasket.

Tightening torque:
44 N·m (4.5 kgf-m, 32.5 ft-lb)



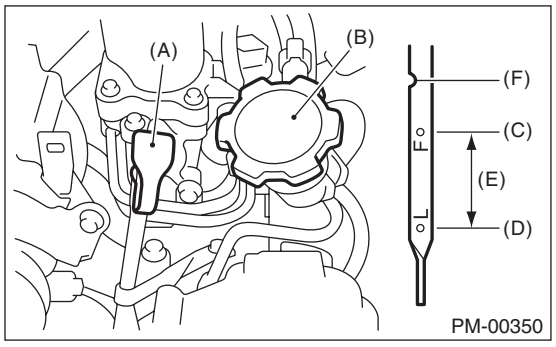
(A) Drain plug
(B) Oil filter

8) Install the service hole cover.
9) Lower the vehicle.
10) Using engine oil of proper quality and viscosity, fill engine oil through the oil filler duct to the “F” line on the oil level gauge. Make sure that the vehicle is parked on a level surface when checking oil level.

Recommended oil
<Ref. to LU(H4SO)-2, SPECIFICATION, General Description.>

Engine oil capacity:
<Ref. to LU(H4SO)-2, SPECIFICATION, General Description.>

11) Close the engine oil filler cap.
12) Start the engine and warm it up for a time.
13) After the engine stops, recheck the oil level. If necessary, add engine oil up to the “F” line on the oil level gauge.

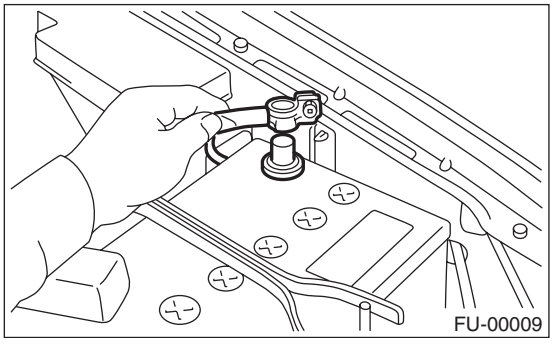


(A) Oil level gauge
(B) Engine oil filler cap
(C) Upper level
(D) Lower level
(E) Approx. 1.0 ℓ (1.1 US qt, 0.9 Imp qt)
(F) Notch mark

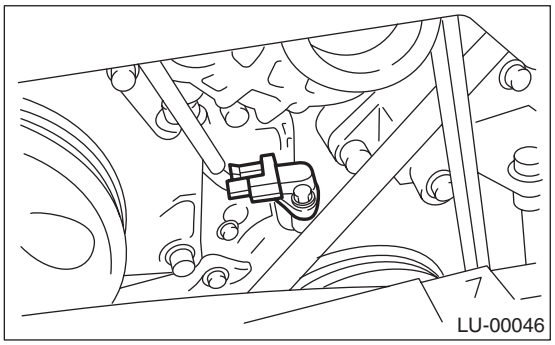
4. Oil Pump

A: REMOVAL

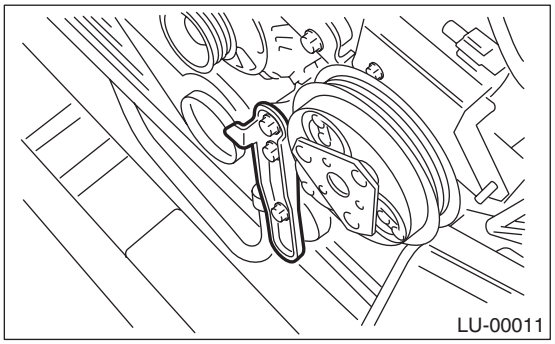
1) Set the vehicle on a lift.
2) Remove the collector cover. (Turbo model)
3) Disconnect the ground cable from the battery.



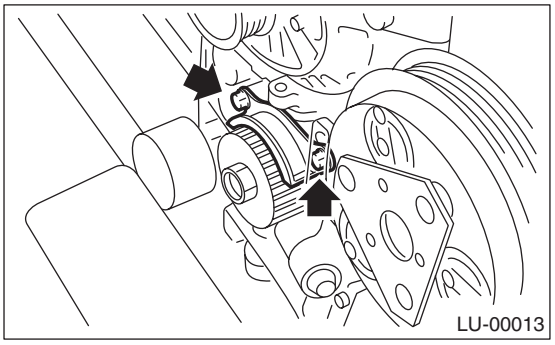
4) Lift up the vehicle.
5) Remove the under cover.
6) Lower the vehicle.
7) Remove the radiator. <Ref. to CO(H4SO)-25, REMOVAL, Radiator.>
8) Remove the crankshaft position sensor.



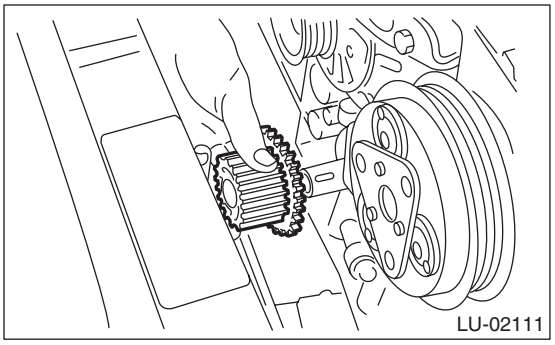
9) Remove the V-belts. (Non-turbo model) <Ref. to ME(H4SO)-41, REMOVAL, V-belt.> (Turbo model) <Ref. to ME(H4DOTC)-39, REMOVAL, V-belt.>
10) Remove the V-belt tensioner.



11) Remove the crank pulley using ST. <Ref. to ME(H4SO)-43, REMOVAL, Crank Pulley.> <Ref. to ME(H4DOTC)-41, REMOVAL, Crank Pulley.>
12) Remove the water pump. <Ref. to CO(H4SO)-19, REMOVAL, Water Pump.>
13) Remove the timing belt guide. (MT model)

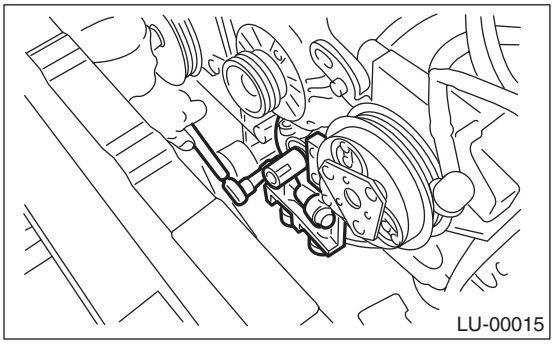


14) Remove the crank sprocket.



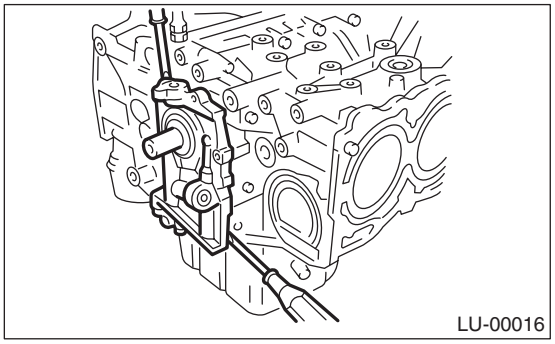
15) Remove the bolts which install oil pump onto cylinder block.

NOTE:
When disassembling and checking the oil pump, loosen the relief valve plug before removing the oil pump.



16) Remove the oil pump by using flat tip screwdriver.

CAUTION:
Be careful not to scratch mating surfaces of cylinder block and oil pump.

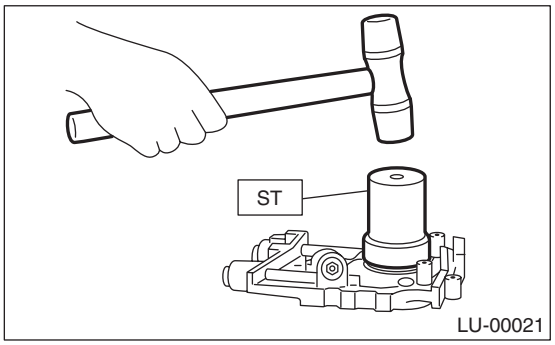


17) Remove the front oil seal from the oil pump.

B: INSTALLATION

Install in the reverse order of removal.
Perform the following.
1) Using the ST, install the front oil seal.
ST 499587100 OIL SEAL INSTALLER

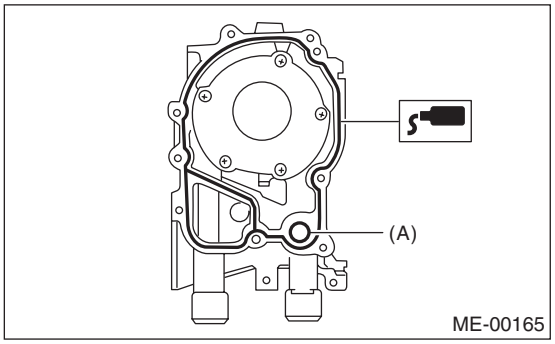
NOTE:
Use a new front oil seal.



2) Apply liquid gasket to the mating surfaces of oil pump.

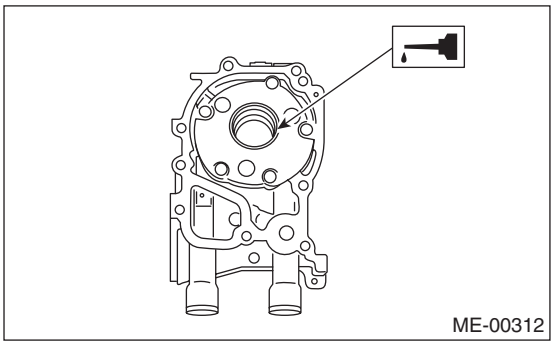
NOTE:
Install within 5 min. after applying liquid gasket.

Liquid gasket:
THREE BOND 1217G (Part No. K0877Y0100) or equivalent



(A) O-ring

3) Apply a coat of engine oil to the inside of front oil seal.



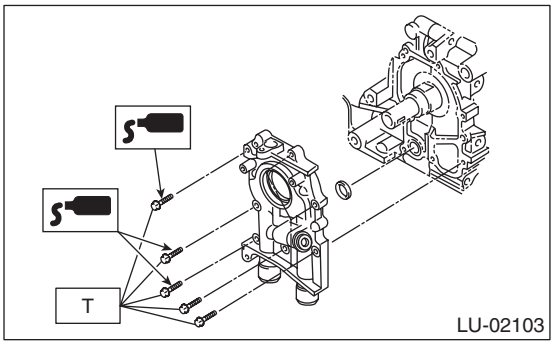
4) Install the oil pump to cylinder block. Be careful not to damage the front oil seal during installation.

NOTE:
- Make sure the front oil seal lip is not folded.
- Align the flat surface of oil pump's inner rotor with crankshaft before installation.
- Use new O-rings when installing the oil pump.

5) Apply liquid gasket to the three bolts thread shown in figure. (when reusing the bolt)

Liquid gasket:
THREE BOND 1324 (Part No. 004403042) or equivalent

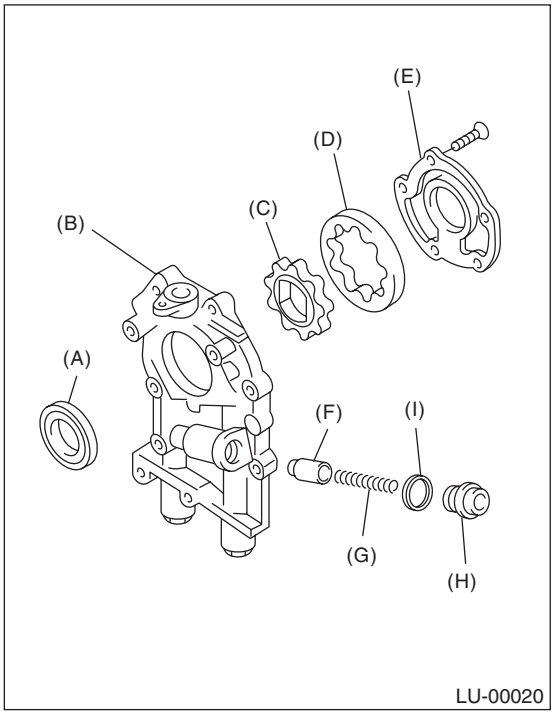
Tightening torque:
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



C: DISASSEMBLY

Remove the screw which secures oil pump cover and then disassemble oil pump. Inscribe alignment marks on the inner and outer rotors so that they can be replaced in their original positions during reassembly.

NOTE:
Before disassembling the oil pump, remove the relief valve.

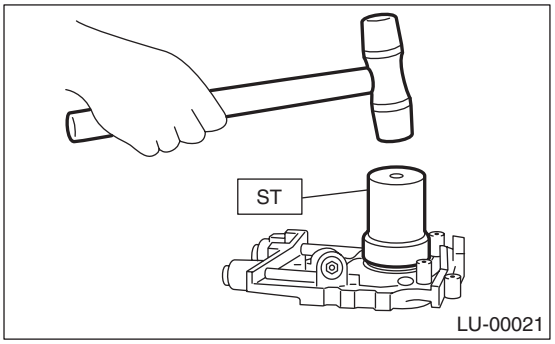


(A) Front oil seal
(B) Oil pump case
(C) Inner rotor
(D) Outer rotor
(E) Oil pump cover
(F) Relief valve
(G) Relief valve spring
(H) Plug
(I) Gasket

D: ASSEMBLY

1) Assemble the front oil seal by using ST.
ST 499587100 OIL SEAL INSTALLER

NOTE:
Use a new front oil seal.

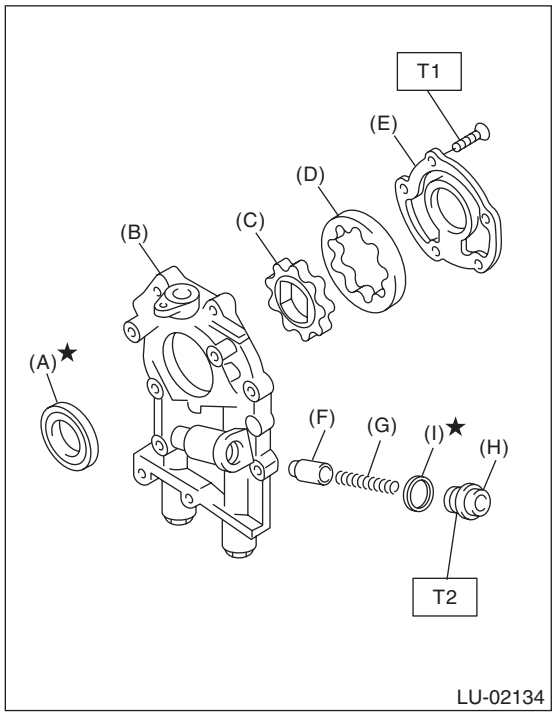


2) Apply a coat of engine oil to inner and outer rotors.
3) Assemble the inner and outer rotors in their original positions.
4) Assemble the oil relief valve and install relief valve spring and plug.

NOTE:
Use a new gasket.

5) Assemble the oil pump cover.

Tightening torque:
T1: 5.4 N·m (0.55 kgf-m, 4.0 ft-lb)
T2: 44 N·m (4.5 kgf-m, 32.5 ft-lb)



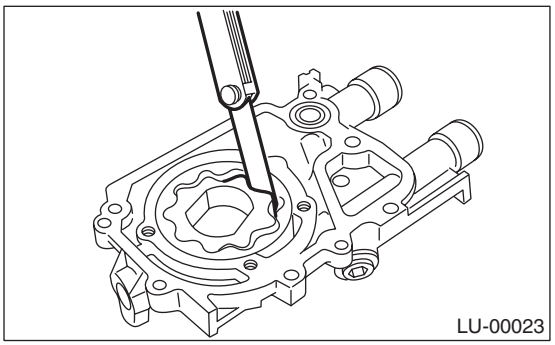
(A) Front oil seal
(B) Oil pump case
(C) Inner rotor
(D) Outer rotor
(E) Oil pump cover
(F) Relief valve
(G) Relief valve spring
(H) Plug
(I) Gasket

E: INSPECTION

1. TIP CLEARANCE

Measure the tip clearance of rotors. If the clearance exceeds the limit, replace rotors as a matched set.

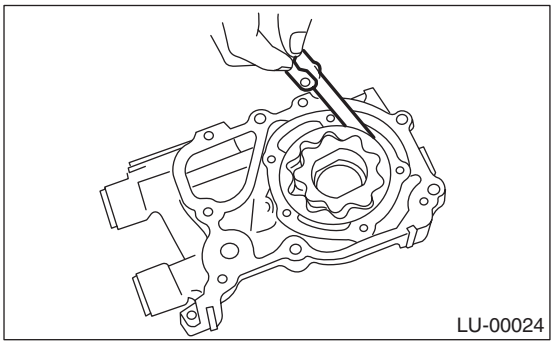
Tip clearance:
Specification:
0.04 — 0.14 mm (0.0016 — 0.0055 in)
Service limit:
0.18 mm (0.0071 in)



2. CASE CLEARANCE

Measure the clearance between outer rotor and oil pump case. If the clearance exceeds the limit, replace the oil pump case.

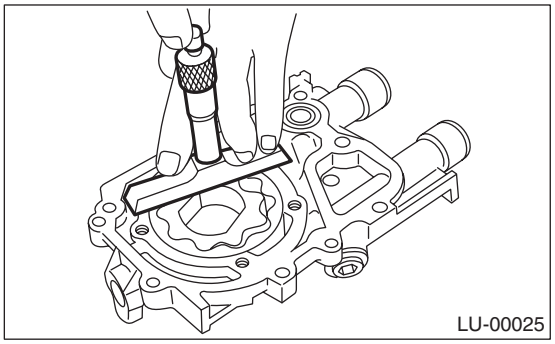
Case clearance:
Specification:
0.10 — 0.175 mm (0.0039 — 0.0069 in)
Service limit:
0.20 mm (0.0079 in)



3. SIDE CLEARANCE

Measure the gap between the inner rotor and the oil pump case to measure the clearance between the oil pump inner rotor and the oil pump cover as shown in the figure. If the clearance exceeds the limit, replace rotor or oil pump case.

Side clearance:
Specification:
0.02 — 0.07 mm (0.0008 — 0.0028 in)
Service limit:
0.12 mm (0.0047 in)



4. OIL RELIEF VALVE

Check the valve for assembly condition and damage, and the relief valve spring for damage and deterioration. Replace the parts if defective.

Relief valve spring
Free length:
73.7 mm (2.902 in)
Installed length:
54.7 mm (2.154 in)
Load when installed:
93.1 N (9.49 kgf, 20.88 lb)

5. OIL PUMP CASE

Check the oil pump case for worn shaft hole, clogged oil passage, worn rotor chamber, cracks and other faults.

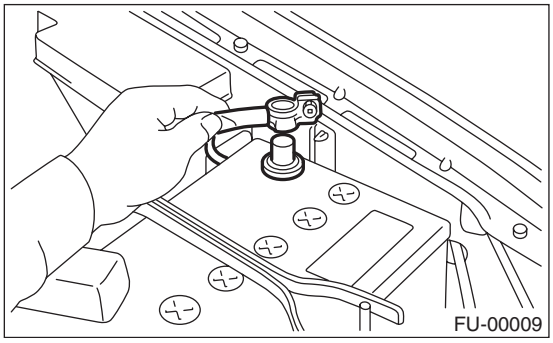
6. FRONT OIL SEAL

Check the front oil seal lips for deformation, hardening, wear, etc. and replace if defective.

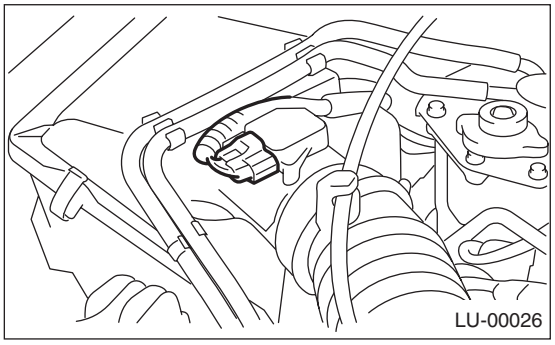
5. Oil Pan and Strainer

A: REMOVAL

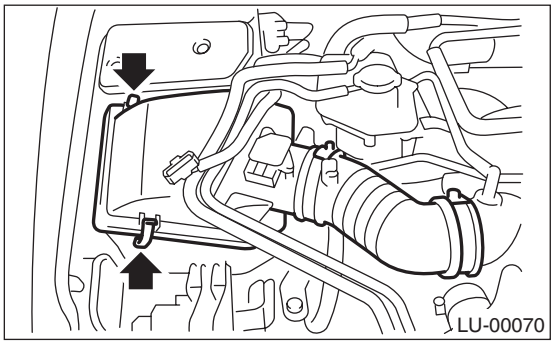
1) Set the vehicle on a lift.
2) Remove the front wheels.
3) Disconnect the ground cable from the battery.



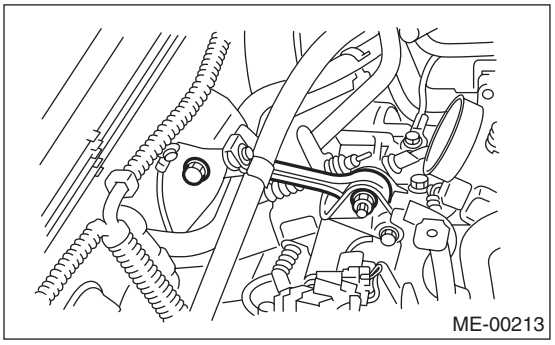
4) Remove the collector cover. (Turbo model)
5) Disconnect the connector from the mass air flow and intake air temperature sensor.



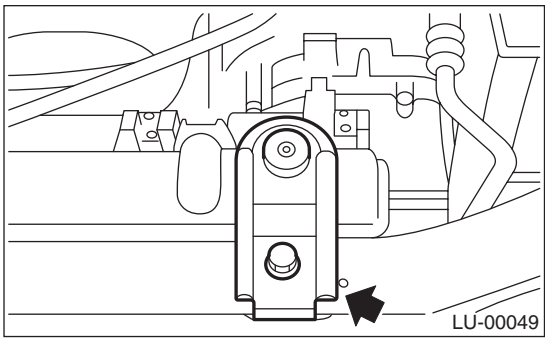
6) Remove the air intake duct and air cleaner case. (Non-turbo model) <Ref. to IN(H4SO)-7, REMOVAL, Air Intake Duct.> <Ref. to IN(H4SO)-5, REMOVAL, Air Cleaner Case.>
7) Remove the air intake boot and air cleaner upper cover. (Turbo model)



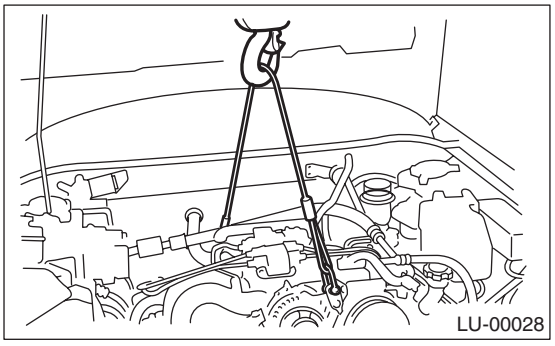
8) Remove the intercooler. (Turbo model) <Ref. to IN(H4DOTC)-11, REMOVAL, Intercooler.>
9) Remove the pitching stopper.



10) Remove the radiator upper brackets.



11) Support the engine with a lifting device and wire ropes.

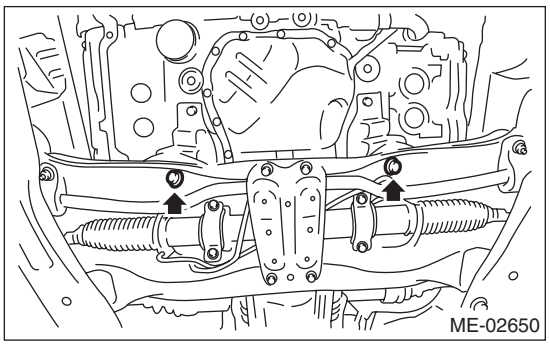


12) Lift up the vehicle.

CAUTION:
When lifting up the vehicle, raise up wire ropes at the same time.

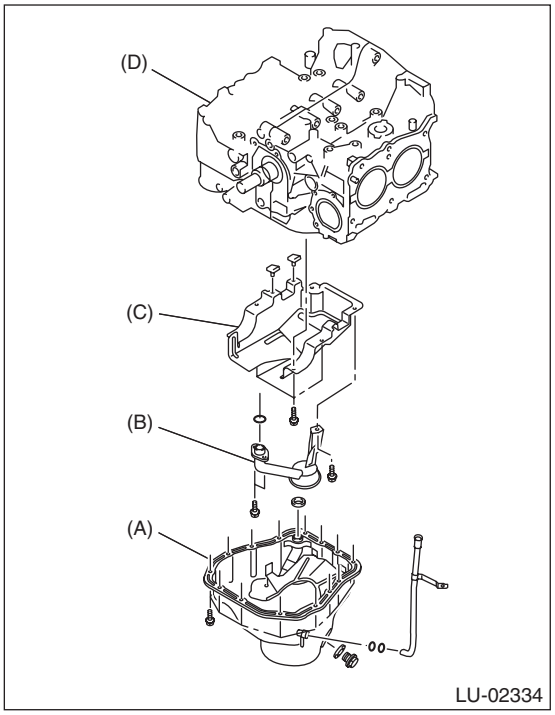
13) Remove the under cover.
14) Drain the engine oil. <Ref. to LU(H4SO)-10, REPLACEMENT, Engine Oil.>
15) Remove the front and center exhaust pipes. (Non-turbo model) <Ref. to EX(H4SO)-4, REMOVAL, Front Exhaust Pipe.>
16) Remove the front exhaust pipe. (Turbo model) <Ref. to EX(H4DOTC)-6, REMOVAL, Front Exhaust Pipe.>

17) Remove the nuts which install front cushion rubber onto front crossmember.



18) Remove the bolts which install oil pan on cylinder block with the engine raised up.
19) Insert an oil pan cutter blade between cylinder block-to-oil pan clearance and remove the oil pan.

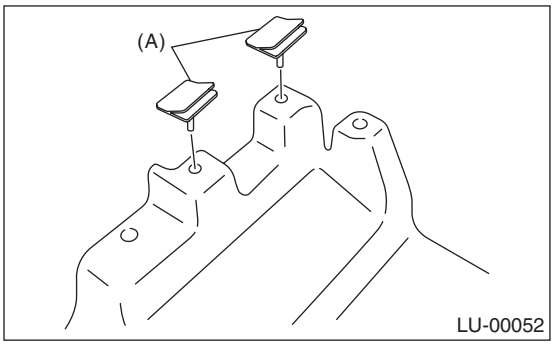
CAUTION:
Do not use a screwdriver or similar tool in place of oil pan cutter.
20) Remove the oil strainer.
21) Remove the baffle plate.



(A) Oil pan
(B) Oil strainer
(C) Baffle plate
(D) Cylinder block

B: INSTALLATION

NOTE:
Before installing the oil pan, clean the mating surface of oil pan and cylinder block.
1) Make sure that the seals (A) are installed securely on the baffle plate in a direction as shown in the figure below.



2) Install the baffle plate.

Tightening torque:
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)
3) Install the oil strainer to cylinder block.

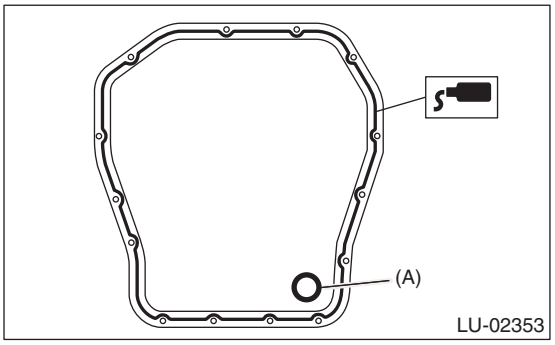
NOTE:
Use new O-rings.

Tightening torque:
10 N·m (1.0 kgf-m, 7.2 ft-lb)
4) Tighten the strainer stay together with the baffle plate.

Tightening torque:
6.4 N·m (0.65 kgf-m, 9.7 ft-lb)
5) Apply liquid gasket to the mating surfaces of the oil pan, and install the oil pan.

NOTE:
- Use a new gasket.
- Install within 5 min. after applying liquid gasket.

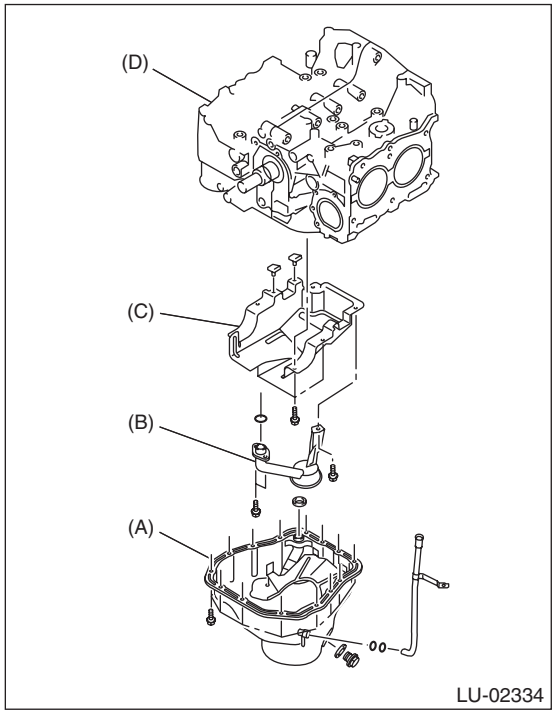
Liquid gasket:
THREE BOND 1217G (Part No. K0877Y0100) or equivalent



(A) Gasket

6) Tighten the bolt which installs oil pan to cylinder block.

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)

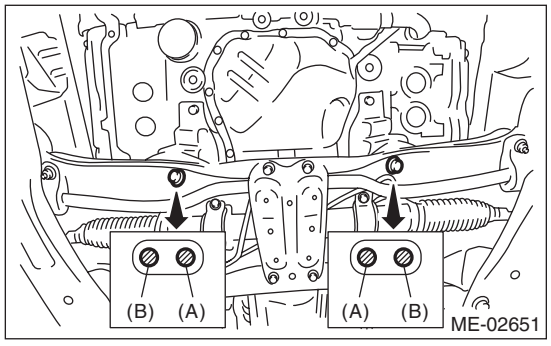


(A) Oil pan
(B) Oil strainer
(C) Baffle plate
(D) Cylinder block

7) Lower the engine onto front crossmember.
8) Install front cushion rubber onto front crossmember by tightening with nuts.

NOTE:
Make sure the front cushion rubber mounting bolts (A) and locator (B) are securely installed.

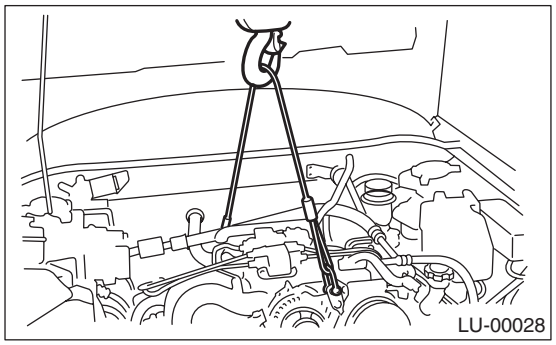
Tightening torque:
85 N·m (8.7 kgf-m, 62.7 ft-lb)



9) Install the front and center exhaust pipe. (Non-turbo model) <Ref. to EX(H4SO)-5, INSTALLATION, Front Exhaust Pipe.>

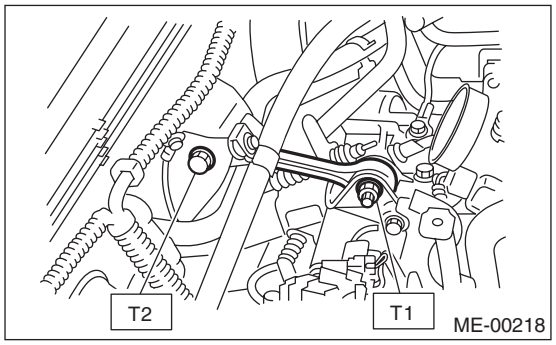
10) Install the front exhaust pipe. (Turbo model) <Ref. to EX(H4DOTC)-7, INSTALLATION, Front Exhaust Pipe.>
11) Install the under cover.
12) Lower the vehicle.

CAUTION:
When lowering the vehicle, lower the Lift up device and wire ropes at the same time.
13) Remove the lifting device and wire ropes.

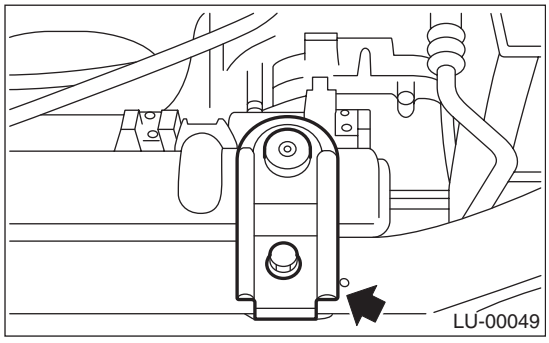


14) Install the pitching stopper.

Tightening torque:
T1: 50 N·m (5.1 kgf-m, 36.9 ft-lb)
T2: 58 N·m (5.9 kgf-m, 42.8 ft-lb)

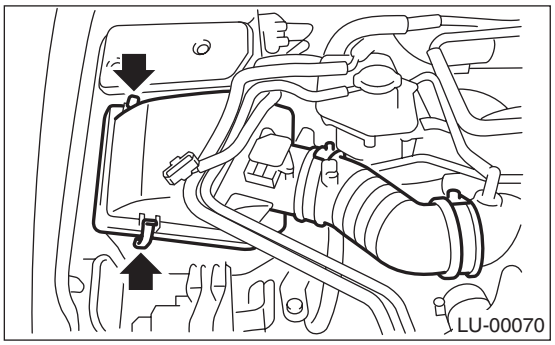


15) Install the radiator upper brackets.

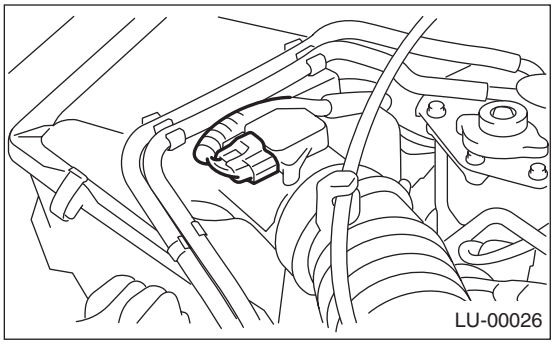


16) Install the air intake duct and air cleaner case. (Non-turbo model) <Ref. to IN(H4SO)-7, INSTALLATION, Air Intake Duct.> <Ref. to IN(H4SO)-5, INSTALLATION, Air Cleaner Case.>
17) Install the intercooler. (Turbo model) <Ref. to IN(H4DOTC)-11, INSTALLATION, Intercooler.>

18) Install the air intake boot and air cleaner upper cover. (Turbo model)



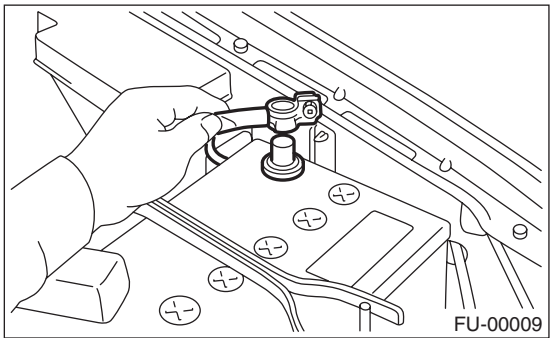
19) Connect the connector to the mass air flow and intake air temperature sensor.



20) Install the front wheels.

Tightening torque:
100 N·m (10.2 kgf-m, 73.8 ft-lb)

21) Connect the ground cable to the battery.



22) Refill the engine oil. <Ref. to LU(H4SO)-10, INSPECTION, Engine Oil.>
23) Install the collector cover. (Turbo model)

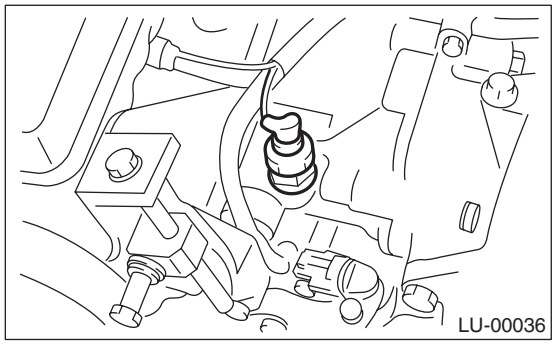
C: INSPECTION

Visually check that the oil pan, oil strainer, oil strainer stay and baffle plate are not damaged.

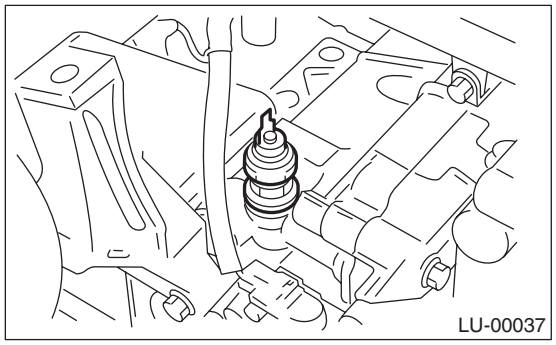
6. Oil Pressure Switch

A: REMOVAL

1) Remove the collector cover. (Turbo model)
2) Remove the generator from bracket. <Ref. to SC(H4SO)-14, REMOVAL, Generator.>
3) Disconnect the terminal from oil pressure switch.



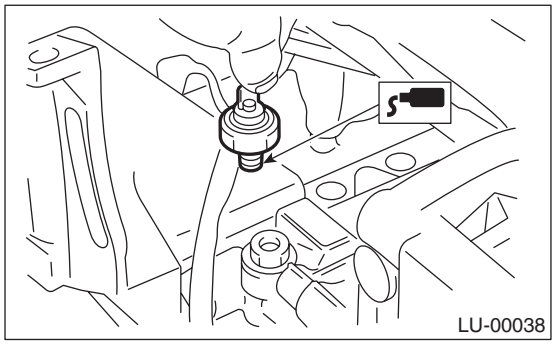
4) Remove the oil pressure switch.



B: INSTALLATION

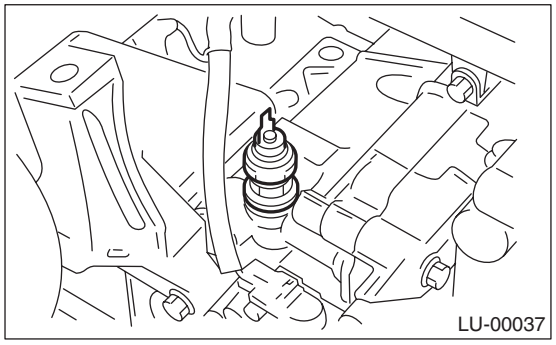
1) Apply liquid gasket to the oil pressure switch threads.

Liquid gasket:
THREE BOND 1324 (Part No. 004403042) or equivalent

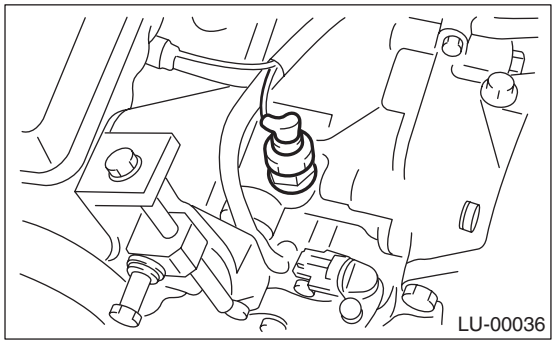


2) Install the oil pressure switch onto cylinder block.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



3) Connect the terminal to the oil pressure switch.



4) Install the generator to bracket. <Ref. to SC(H4SO)-14, INSTALLATION, Generator.>
5) Install the collector cover. (Turbo model)

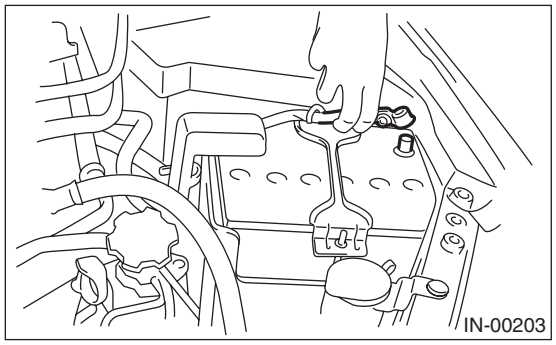
C: INSPECTION

Check the oil pressure switch installation portion for oil leakage and oil seepage.

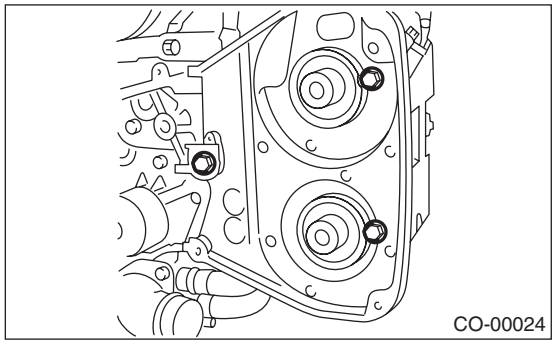
7. Oil Pipe

A: REMOVAL

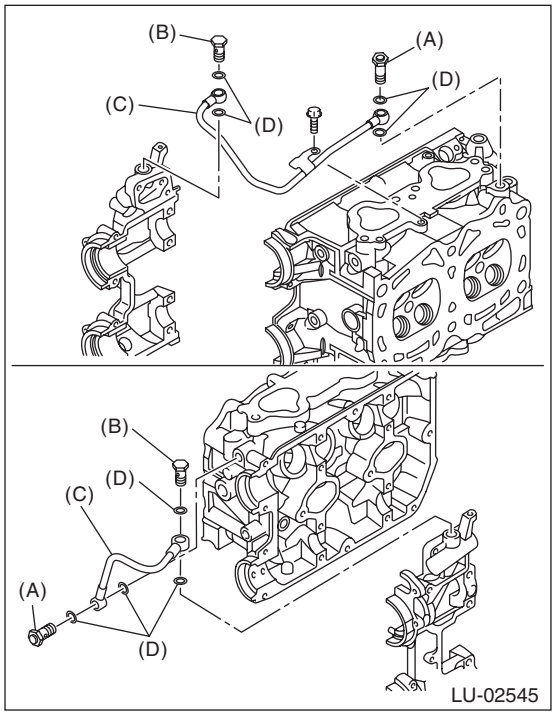
NOTE:
The oil pipe is installed on turbo models.
1) Remove the collector cover.
2) Disconnect the ground cable from battery.



3) Remove the intake manifold. <Ref. to FU(H4DOTC)-14, REMOVAL, Intake Manifold.>
4) Remove the radiator main fan and radiator sub fan. <Ref. to CO(H4SO)-32, REMOVAL, Radiator Main Fan and Fan Motor.> <Ref. to CO(H4SO)-38, REMOVAL, Radiator Sub Fan and Fan Motor.>
5) Remove the V-belts. <Ref. to ME(H4DOTC)-39, REMOVAL, V-belt.>
6) Remove the crank pulley. <Ref. to ME(H4DOTC)-41, REMOVAL, Crank Pulley.>
7) Remove the timing belt cover. <Ref. to ME(H4DOTC)-42, REMOVAL, Timing Belt Cover.>
8) Remove the timing belt. <Ref. to ME(H4DOTC)-43, TIMING BELT, REMOVAL, Timing Belt.>
9) Remove the cam sprocket LH. <Ref. to ME(H4DOTC)-52, REMOVAL, Cam Sprocket.>
10) Remove the belt cover No. 2 LH.



11) Remove the oil pipe.



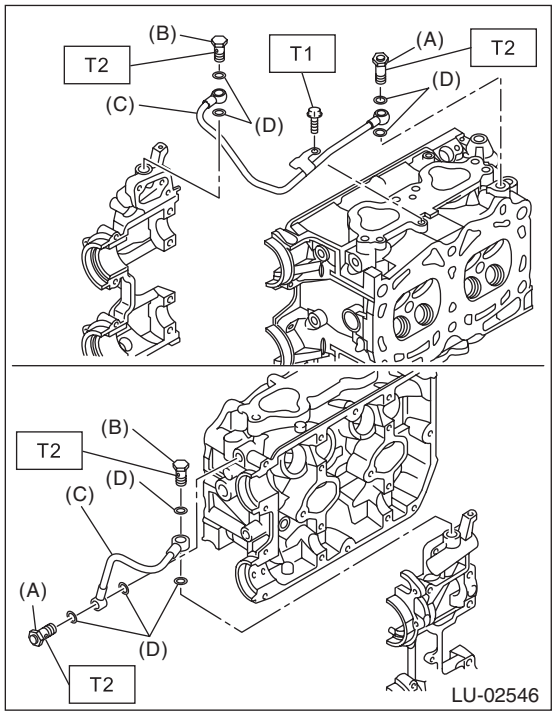
(A) Union screw with filter (with protrusion)
(B) Union screw without filter (without protrusion)
(C) Oil pipe
(D) Gasket

B: INSTALLATION

1) Inspect the union screw with filter. <Ref. to LU(H4SO)-24, INSPECTING UNION SCREW WITH FILTER, INSPECTION, Oil Pipe.>
2) Install the oil pipe.

NOTE:
• Make sure not to mix up the union screws with filter and without filter as their installation positions are different.
• Use a new gasket.

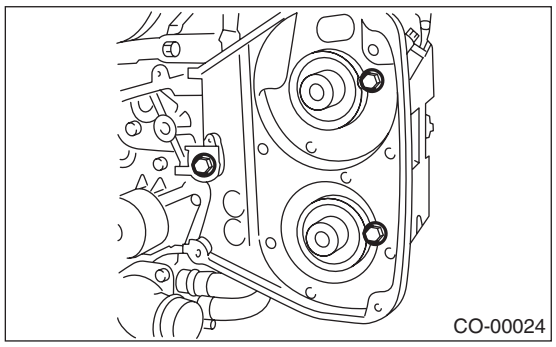
Tightening torque:
T1: 8 N·m (0.8 kgf-m, 5.9 ft-lb)
T2: 29 N·m (3.0 kgf-m, 21.4 ft-lb)



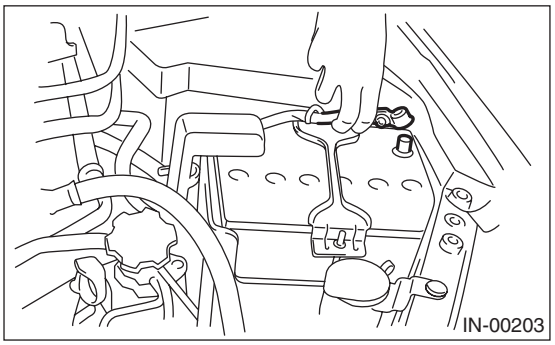
(A) Union screw with filter (with protrusion)
(B) Union screw without filter (without protrusion)
(C) Oil pipe
(D) Gasket

3) Install the belt cover No. 2 LH.

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)



4) Install the cam sprocket LH. <Ref. to ME(H4DOTC)-52, INSTALLATION, Cam Sprocket.>
5) Install the timing belt. <Ref. to ME(H4DOTC)-46, TIMING BELT, INSTALLATION, Timing Belt.>
6) Install the timing belt cover. <Ref. to ME(H4DOTC)-42, INSTALLATION, Timing Belt Cover.>
7) Install the crank pulley. <Ref. to ME(H4DOTC)-41, INSTALLATION, Crank Pulley.>
8) Install the V-belts. <Ref. to ME(H4DOTC)-39, INSTALLATION, V-belt.>
9) Install the radiator main fan and the radiator sub fan. <Ref. to CO(H4SO)-35, INSTALLATION, Radiator Main Fan and Fan Motor.> <Ref. to CO(H4SO)-38, INSTALLATION, Radiator Sub Fan and Fan Motor.>
10) Install the intake manifold. <Ref. to FU(H4DOTC)-17, INSTALLATION, Intake Manifold.>
11) Connect the ground cable to battery.

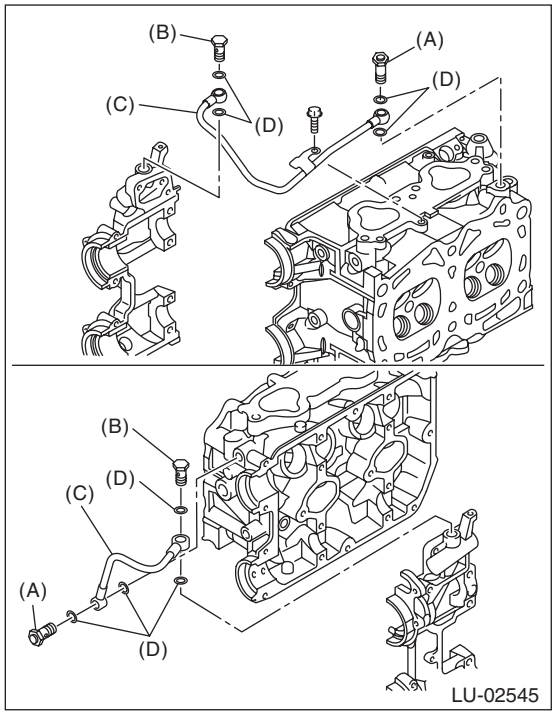


12) Install the collector cover.

C: INSPECTION

1. INSPECTING UNION SCREW WITH FILTER

Check the filter part of union screw for clogging or damage, and if defective, replace the union screw with filter with a new part.



(A) Union screw with filter (with protrusion)
(B) Union screw without filter (without protrusion)
(C) Oil pipe
(D) Gasket

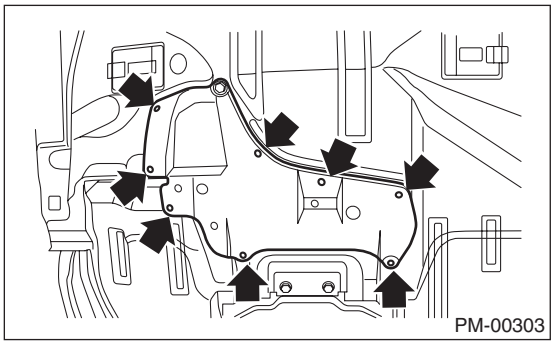
2. OTHER INSPECTIONS

1) Check that the oil pipe and union screw have no deformation, cracks and other damages.
2) Check that there are no oil leaks or oil oozing from the oil pipe attachment section.

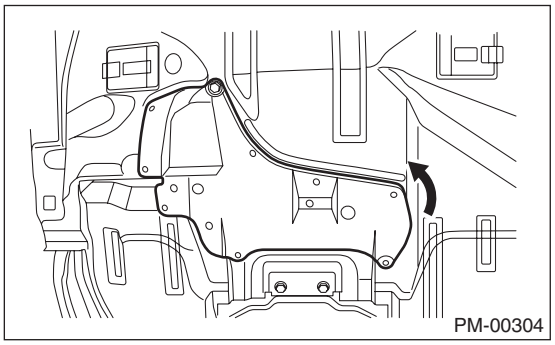
8. Engine Oil Filter

A: REMOVAL

1) Lift up the vehicle.
2) Remove the service hole clip located on the under cover.



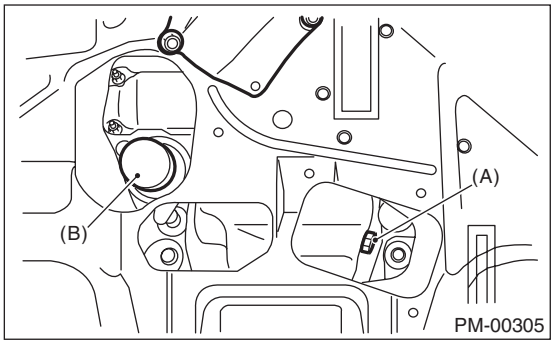
3) Rotate the service hole cover in the arrow direction.



4) Remove the crank pulley using ST.

CAUTION:
If the engine oil spilled on the exhaust pipe or under cover, wipe it off completely to prevent it from emitting smoke or causing a fire.

ST 18332AA000 OIL FILTER WRENCH (Outer diameter: 68 mm (2.68 in) for oil filter)
ST 18332AA010 OIL FILTER WRENCH (Outer diameter: 65 mm (2.56 in) for oil filter)



(A) Drain plug
(B) Oil filter

B: INSTALLATION

CAUTION:
Be careful not to tighten excessively, or oil may leak.

1) Clean the oil filter installation surface on cylinder block.
2) Obtain a new oil filter and apply a thin coat of engine oil to the seal rubber.
3) Install the oil filter turning it by hand, being careful not to damage the seal rubber.

- Tighten the oil filter 65 mm (2.56 in) in diameter (approx. 2/3 — 3/4 rotation) after the seal rubber of the oil filter comes in contact with cylinder block. When using a torque wrench, tighten to 12 N·m (1.2 kgf-m, 8.9 ft-lb).
- Tighten the oil filter 68 mm (2.68 in) in diameter (approx. 1 rotation) after the seal rubber of the oil filter comes in contact with cylinder block. When using a torque wrench, tighten to 14 N·m (1.4 kgf-m, 10.3 ft-lb).

4) Put the service hole cover back.
5) Lower the vehicle.

C: INSPECTION

1) After installing the oil filter, run the engine and make sure that no oil is leaking around seal rubber.

NOTE:
The filter element and filter case are permanently jointed; therefore, interior cleaning is not necessary.
2) Check the engine oil level. <Ref. to LU(H4SO)-10, INSPECTION, Engine Oil.>

9. Engine Lubrication System Trouble in General

A: INSPECTION

Before performing diagnostics, make sure that the engine oil level is correct and no oil leakage exists.

Trouble	Possible cause		Corrective action
1. Warning light remains on.	1) Oil pressure switch failure	Cracked diaphragm or oil leakage within switch	Replace.
		Broken spring or seized contacts	Replace.
	2) Low oil pressure	Clogging of oil filter	Replace.
		Malfunction of oil by-pass valve in oil filter	Clean or replace.
		Malfunction of oil relief valve in oil pump	Clean or replace.
		Clogged oil passage	Clean.
		Excessive tip clearance and side clearance of oil pump rotor	Replace.
		Clogged oil strainer or broken pipe	Clean or replace.
	3) No oil pressure	Insufficient engine oil (degradation, etc.)	Replace.
		Broken pipe of oil strainer	Replace.
		Stuck oil pump rotor	Replace.
2. Warning light does not illuminate.	1) Malfunction of combination meter		Replace.
	2) Poor contact of switch contact points		Replace.
	3) Disconnection of wiring		Repair.
3. Warning light flickers momentarily.	1) Poor contact of terminals		Repair.
	2) Defective wiring harness		Repair.
	3) Low oil pressure		Check for the same possible causes as listed 1. — 2).

1. General Description

A: SPECIFICATION

Specifications for the SOHC U5 model are the same as the SOHC model. <Ref. to LU(H4SO)-2, General Description.>

1. General Description

A: SPECIFICATION

Engine	Model			2.5 L
	Cylinder arrangement			Horizontally opposed, liquid cooled, 4-cylinder, 4-stroke gasoline engine
	Valve system mechanism			Belt driven Single overhead camshaft 4-valve/cylinder
	Bore × Stroke mm (in)			99.5 × 79.0 (3.917 × 3.110)
	Displacement cm^3 (cu in)			2,457 (150)
	Compression ratio			10.0
	Compression pressure (at 200 — 300 rpm) kPa (kg/cm^2, psi)			1,020 — 1,275 (10.4 — 13.0, 148 — 185)
	Number of piston rings			Pressure ring: 2, Oil ring: 1
	Intake valve timing	Constant	Open	BTDC 0°
			Close	ABDC 58°
		Low speed	Open	BTDC 0°
			Close (U5 model)	ABDC –10°
			Close (U6 model)	ABDC –50°
		High speed	Open	BTDC 14°
			Close	ABDC 62°
	Exhaust valve timing		Open (U5 model)	BBDC 30°
			Open (U6 model)	BBDC 58°
			Close	ATDC 14°
	Valve clearance mm (in)		Intake	0.20±0.04 (0.0079±0.0016)
			Exhaust	0.25±0.04 (0.0098±0.0016)
	Idling speed [at neutral position on MT, or “P” or “N” position on AT] rpm		MT (U5 model)	700±100 (No load) 850±100 (A/C ON)
			MT (U6 model)	650±100 (No load) 850±100 (A/C ON)
			AT	700±100 (No load) 850±100 (A/C ON)
	Ignition order			1 → 3 → 2 → 4
	Ignition timing BTDC/rpm		MT (U5 model)	10°±8°/700
			MT (U6 model)	10°±8°/650
			AT	15°±8°/700

NOTE:
US: Undersize OS: Oversize

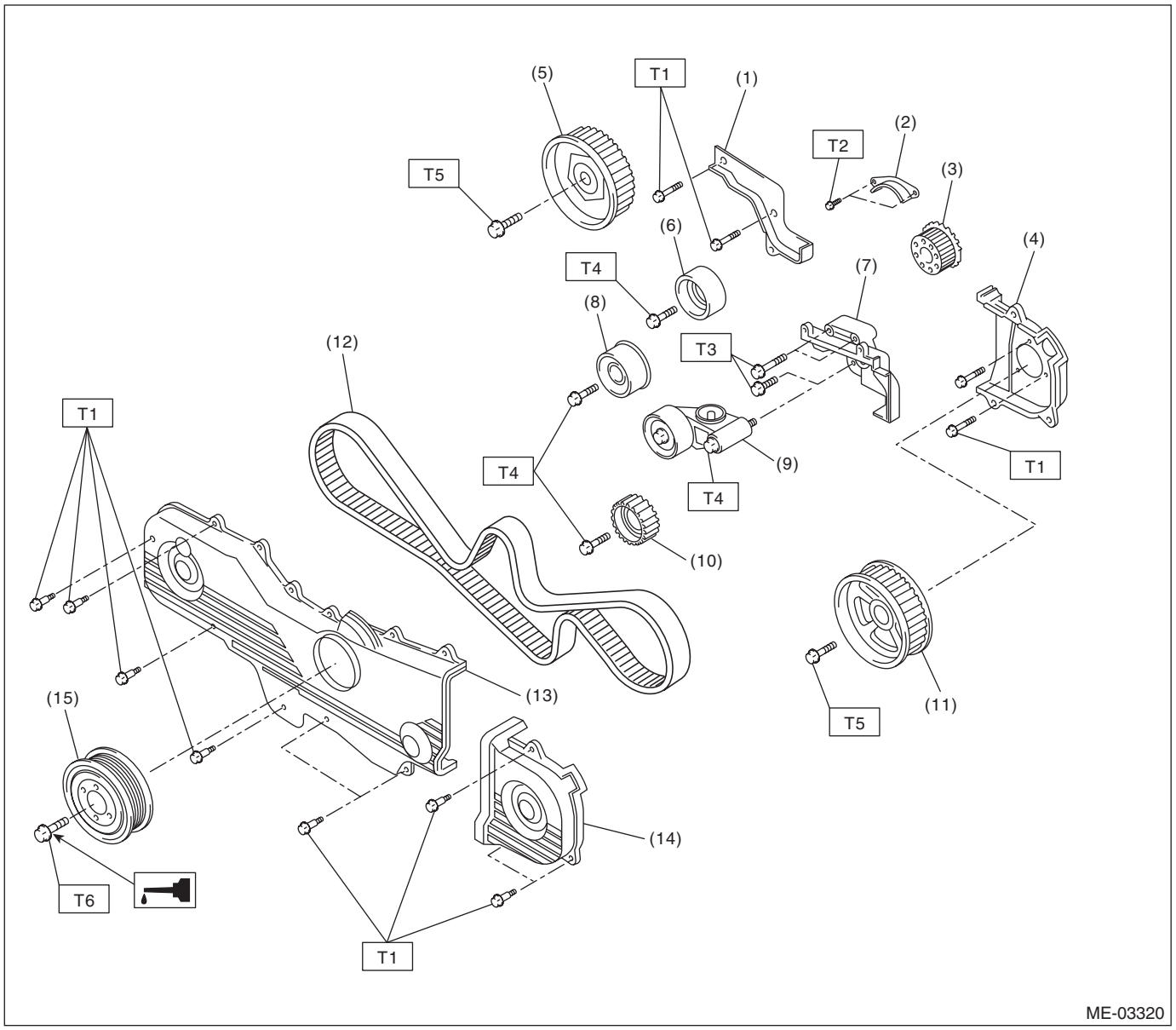
Belt tension adjuster	Protrusion of adjuster rod mm (in)				5.2 — 6.2 (0.205 — 0.244)
Belt tensioner	Spacer O.D. mm (in)				17.955 — 17.975 (0.7069 — 0.7077)
	Tensioner bushing I.D. mm (in)				18.00 — 18.08 (0.7087 — 0.7118)
	Clearance between spacer and bushing mm (in)			Standard	0.025 — 0.125 (0.0010 — 0.0049)
				Limit	0.175 (0.0069)
	Side clearance of spacer mm (in)			Standard	0.20 — 0.55 (0.0079 — 0.0217)
				Limit	0.81 (0.0319)
Valve rocker arm	Clearance between shaft and arm mm (in)			Standard	0.020 — 0.054 (0.0008 — 0.0021)
				Limit	0.10 (0.0039)
Camshaft	Bending limit mm (in)				0.025 (0.00098)
	Thrust clearance mm (in)			Standard	0.030 — 0.090 (0.0012 — 0.0035)
				Limit	0.10 (0.0039)
	Cam lobe height mm (in)	Intake	Constant	Standard	40.075 — 40.175 (1.5778 — 1.5817)
				Service limit	39.975 (1.5738)
			Low speed (U5 model)	Standard	35.496 — 35.596 (1.3975 — 1.4014)
				Service limit	35.396 (1.3935)
			Low speed (U6 model)	Standard	35.182 — 35.282 (1.3851 — 1.3891)
				Service limit	35.082 (1.3812)
			High speed	Standard	40.315 — 40.415 (1.5872 — 1.5911)
				Service limit	40.215 (1.5833)
		Exhaust	U5 model	Standard	39.289 — 39.389 (1.5468 — 1.5507)
				Service limit	39.189 (1.5429)
			U6 model	Standard	40.149 — 40.249 (1.5807 — 1.5846)
				Limit	40.049 (1.5767)
	Camshaft journal O.D. mm (in)				31.928 — 31.945 (1.2570 — 1.2577)
	Camshaft journal hole I.D. mm (in)				32.000 — 32.018 (1.2598 — 1.2605)
	Oil clearance mm (in)			Standard	0.055 — 0.090 (0.0022 — 0.0035)
				Limit	0.10 (0.0039)
Cylinder head	Surface warpage limit (Mating surface with cylinder block) mm (in)				0.035 (0.0012)
	Grinding limit mm (in)				0.1 (0.004)
	Standard height mm (in)				97.5 (3.84)
Valve seat	Seating angle				90°
	Contacting width mm (in)		Intake	Standard	0.8 — 1.4 (0.03 — 0.055)
				Limit	1.7 (0.067)
			Exhaust	Standard	1.2 — 1.8 (0.047 — 0.071)
				Limit	2.2 (0.087)
Valve guide	Inside diameter mm (in)				6.000 — 6.012 (0.2362 — 0.2367)
	Protrusion above head mm (in)			Intake	20.0 — 21.0 (0.787 — 0.827)
				Exhaust	16.5 — 17.5 (0.650 — 0.689)

Valve	Head edge thickness mm (in)	Intake	Standard	0.8 — 1.2 (0.03 — 0.047)
			Limit	0.6 (0.024)
		Exhaust	Standard	1.0 — 1.4 (0.039 — 0.055)
			Limit	0.6 (0.024)
	Stem outer diameter mm (in)		Intake	5.950 — 5.965 (0.2343 — 0.2348)
			Exhaust	5.945 — 5.960 (0.2341 — 0.2346)
	Valve stem gap mm (in)	Standard	Intake	0.035 — 0.062 (0.0014 — 0.0024)
			Exhaust	0.040 — 0.067 (0.0016 — 0.0026)
		Limit	—	0.15 (0.0059)
	Overall length mm (in)		Intake	120.6 (4.75)
			Exhaust	121.7 (4.79)
Valve spring	Free length mm (in)			55.2 (2.173)
	Squareness			2.5°, 2.4 mm (0.094 in) or less
	Tension/ spring height N (kgf, lb)/mm (in)		Set	235.3 — 270.7 (24 — 27.6, 52.9 — 60.8)/45.0 (1.772)
			Lift	578.9 — 639.9 (59.1 — 65.3, 130.3 — 143.9)/34.7 (1.366)
Cylinder block	Surface warpage limit (mating with cylinder head) mm (in)			0.025 (0.00098)
	Grinding limit mm (in)			0.1 (0.004)
	Standard height mm (in)			201.0 (7.91)
	Cylinder inner diameter mm (in)	Standard	A	99.505 — 99.515 (3.9175 — 3.9179)
			B	99.495 — 99.505 (3.9171 — 3.9175)
	Taper mm (in)		Standard	0.015 (0.0006)
			Limit	0.050 (0.0020)
	Out-of-roundness mm (in)		Standard	0.010 (0.0004)
			Limit	0.050 (0.0020)
	Piston clearance mm (in)		Standard	–0.010 — 0.010 (–0.00039 — 0.00039)
			Limit	0.030 (0.0012)
	Cylinder inner boring limit (diameter) mm (in)			To 100.005 (3.9372)
Piston	Outer diameter mm (in)	Standard	A	99.505 — 99.515 (3.9175 — 3.9179)
			B	99.495 — 99.505 (3.9171 — 3.9175)
		0.25 (0.0098) OS		99.745 — 99.765 (3.9270 — 3.9278)
		0.50 (0.0197) OS		99.995 — 100.015 (3.9368 — 3.9376)
Piston pin	Clearance between piston and piston pin mm (in)		Standard	0.004 — 0.008 (0.0002 — 0.0003)
			Limit	0.020 (0.0008)
	Degree of fit			Piston pin must be fitted into position with thumb at 20°C (68°F).
Piston ring	Ring closed gap mm (in)	Top ring	Standard	0.20 — 0.35 (0.0079 — 0.0138)
			Limit	1.0 (0.039)
		Second ring	Standard	0.37 — 0.52 (0.0144 — 0.0203)
			Limit	1.0 (0.039)
		Oil ring	Standard	0.20 — 0.50 (0.0079 — 0.0197)
			Limit	1.5 (0.059)
	Ring groove gap mm (in)	Top ring	Standard	0.040 — 0.080 (0.0016 — 0.0031)
			Limit	0.15 (0.0059)
		Second ring	Standard	0.030 — 0.070 (0.0012 — 0.0028)
			Limit	0.15 (0.0059)
Connecting rod	Bend or twist per 100 mm (3.94 in) in length mm (in)		Limit	0.10 (0.0039)
	Side clearance of large end mm (in)		Standard	0.070 — 0.330 (0.0028 — 0.0130)
			Limit	0.4 (0.016)

Bearing of large end	Oil clearance mm (in)		Standard		0.016 — 0.044 (0.00063 — 0.0017)
			Limit		0.05 (0.0020)
	Bearing size (Thickness at center) mm (in)		Standard		1.492 — 1.501 (0.0587 — 0.0591)
			0.03 (0.0012) US		1.510 — 1.513 (0.0594 — 0.0596)
			0.05 (0.0020) US		1.520 — 1.523 (0.0598 — 0.0600)
			0.25 (0.0098) US		1.620 — 1.623 (0.0638 — 0.0639)
Bushing of small end	Clearance between piston pin and bushing mm (in)			Standard	0 — 0.022 (0 — 0.0009)
				Limit	0.030 (0.0012)
Crankshaft	Bend limit mm (in)				0.035 (0.0014)
	Crank pin	Out-of-roundness mm (in)			0.003 (0.0001)
		Cylindricality mm (in)			0.004 (0.0002)
		Grinding limit (dia.) mm (in)			To 51.750 (2.0374)
	Crank journal	Out-of-roundness mm (in)			0.005 (0.0002)
		Cylindricality mm (in)			0.006 (0.0002)
		Grinding limit (dia.) mm (in)			To 59.758 (2.3527)
	Crank pin outer diameter mm (in)		Standard		51.984 — 52.000 (2.0466 — 2.0472)
			0.03 (0.0012) US		51.954 — 51.970 (2.0454 — 2.0461)
			0.05 (0.0020) US		51.934 — 51.950 (2.0446 — 2.0453)
			0.25 (0.0098) US		51.734 — 51.750 (2.0368 — 2.0374)
	Crank journal outer diameter mm (in)		Standard		59.992 — 60.008 (2.3619 — 2.3625)
			0.03 (0.0012) US		59.962 — 59.978 (2.3607 — 2.3613)
			0.05 (0.0020) US		59.942 — 59.958 (2.3599 — 2.3605)
			0.25 (0.0098) US		59.742 — 59.758 (2.3520 — 2.3527)
	Thrust clearance mm (in)		Standard		0.030 — 0.115 (0.0012 — 0.0045)
			Limit		0.25 (0.0098)
	Oil clearance mm (in)		Standard		0.010 — 0.030 (0.0001 — 0.0012)
			Limit		0.40 (0.016)
Main bearing	Main bearing mm (in)	#1, #3	Standard		1.998 — 2.011 (0.0787 — 0.0792)
			0.03 (0.0012) US		2.017 — 2.020 (0.0794 — 0.0795)
			0.05 (0.0020) US		2.027 — 2.030 (0.0798 — 0.0799)
			0.25 (0.0098) US		2.127 — 2.130 (0.0837 — 0.0839)
		#2, #4, #5	Standard		2.000 — 2.013 (0.0787 — 0.0793)
			0.03 (0.0012) US		2.019 — 2.022 (0.0795 — 0.0796)
			0.05 (0.0020) US		2.029 — 2.032 (0.0799 — 0.0800)
			0.25 (0.0098) US		2.129 — 2.132 (0.0838 — 0.0839)

B: COMPONENT

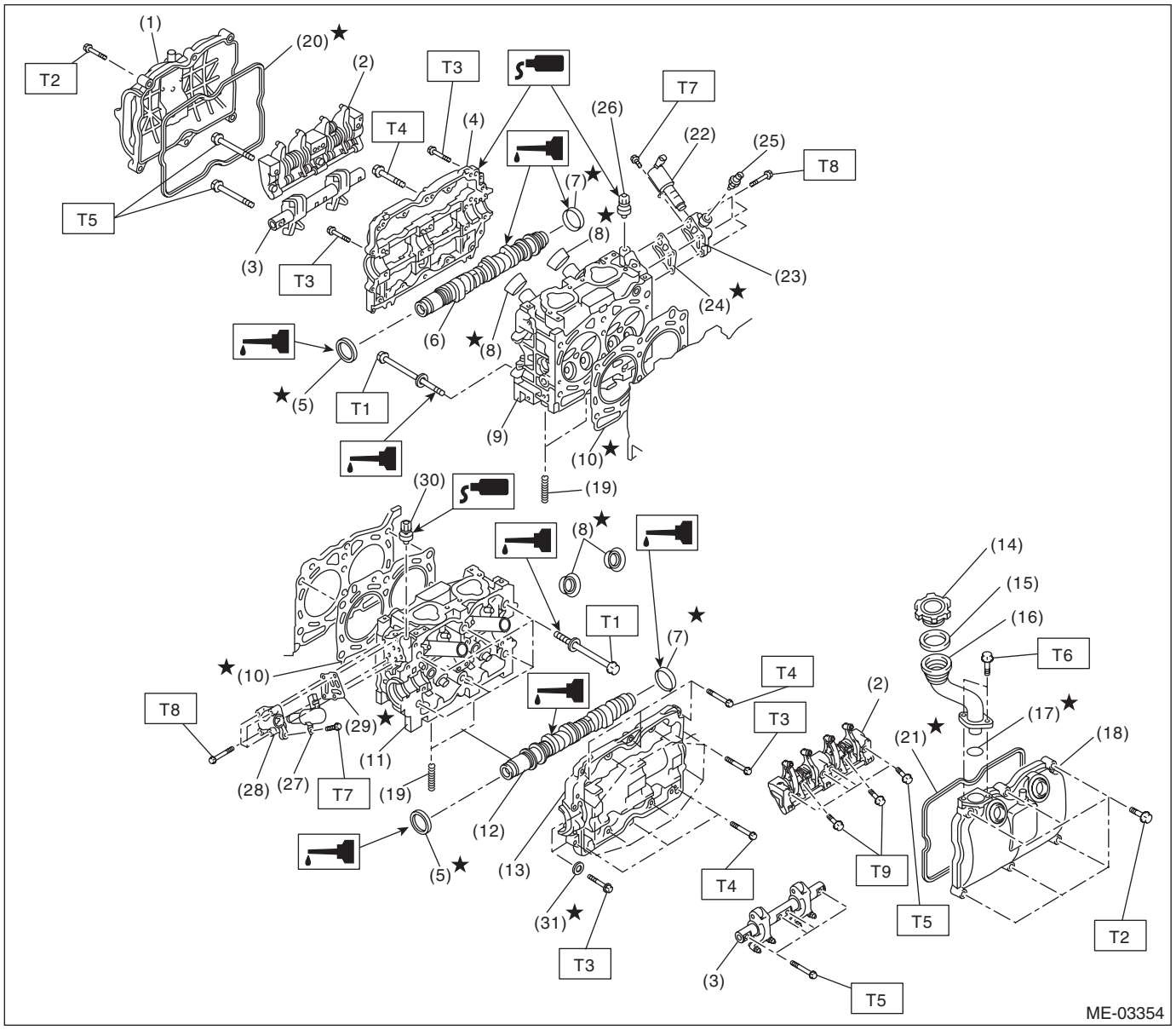
1. TIMING BELT



(1) Timing belt cover No. 2 (RH)
(2) Timing belt guide (MT model)
(3) Crank sprocket
(4) Timing belt cover No. 2 (LH)
(5) Cam sprocket No. 1
(6) Belt idler (No. 1)
(7) Tensioner bracket
(8) Belt idler (No. 2)
(9) Automatic belt tension adjuster ASSY
(10) Belt idler No. 2
(11) Cam sprocket No. 2
(12) Timing belt
(13) Front timing belt cover
(14) Timing belt cover (LH)
(15) Crank pulley

Tightening torque:N·m (kgf-m, ft-lb)
T1: 5 (0.5, 3.7)
T2: 9.75 (1.0, 7.2)
T3: 24.5 (2.5, 18.1)
T4: 39 (4.0, 28.8)
T5: 78 (8.0, 57.5)
T6: <Ref. to ME(H4SO)-43, INSTALLATION, Crank Pulley.>

2. CYLINDER HEAD AND CAMSHAFT

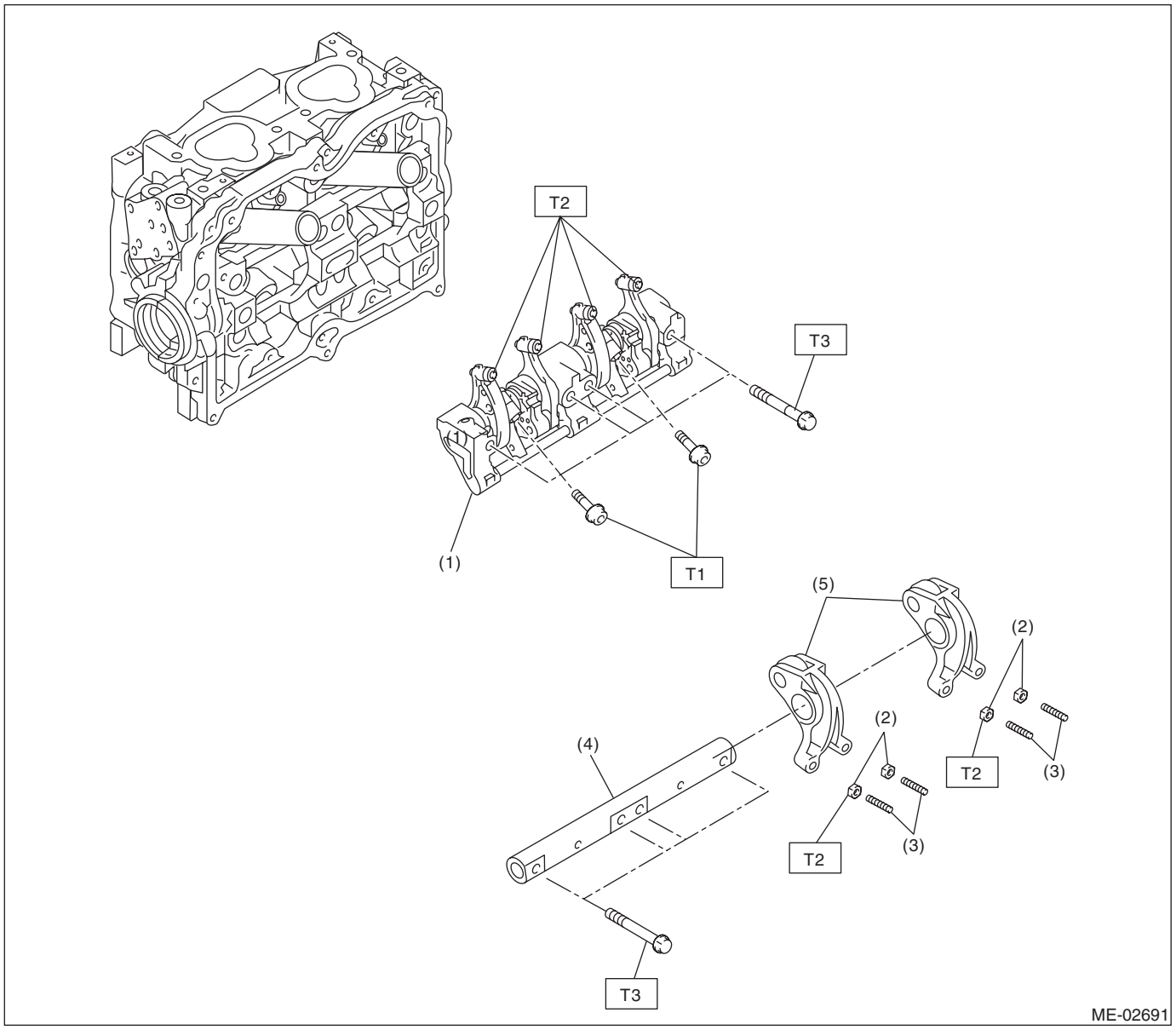


(1) Rocker cover (RH)
(2) Intake valve rocker ASSY
(3) Exhaust valve rocker ASSY
(4) Camshaft cap (RH)
(5) Oil seal
(6) Camshaft (RH)
(7) Plug
(8) Spark plug pipe gasket
(9) Cylinder head (RH)
(10) Cylinder head gasket
(11) Cylinder head (LH)
(12) Camshaft (LH)
(13) Camshaft cap (LH)
(14) Oil filler cap
(15) Gasket
(16) Oil filler duct
(17) O-ring
(18) Rocker cover (LH)
(19) Stud bolt
(20) Rocker cover gasket (RH)
(21) Rocker cover gasket (LH)
(22) Oil switching solenoid valve (RH)
(23) Oil switching solenoid valve holder (RH)
(24) Gasket
(25) Oil temperature sensor
(26) Variable valve lift diagnosis oil pressure switch (RH)
(27) Oil switching solenoid valve (LH)
(28) Oil switching solenoid valve holder (LH)
(29) Gasket
(30) Variable valve lift diagnosis oil pressure switch (LH)
(31) Seal washer

Tightening torque:N·m (kgf-m, ft-lb)

T1: <Ref. to ME(H4SO)-62, INSTALLATION, Cylinder Head.>
T2: <Ref. to ME(H4SO)-54, INSTALLATION, Valve Rocker Assembly.>
T3: 9.75 (1.0, 7.2)
T4: 18 (1.8, 13.3)
T5: 25 (2.5, 18.4)
T6: 6.4 (0.65, 4.7)
T7: 8 (0.8, 5.9)
T8: 10 (1.0, 7.4)
T9: 6 (0.6, 4.4)

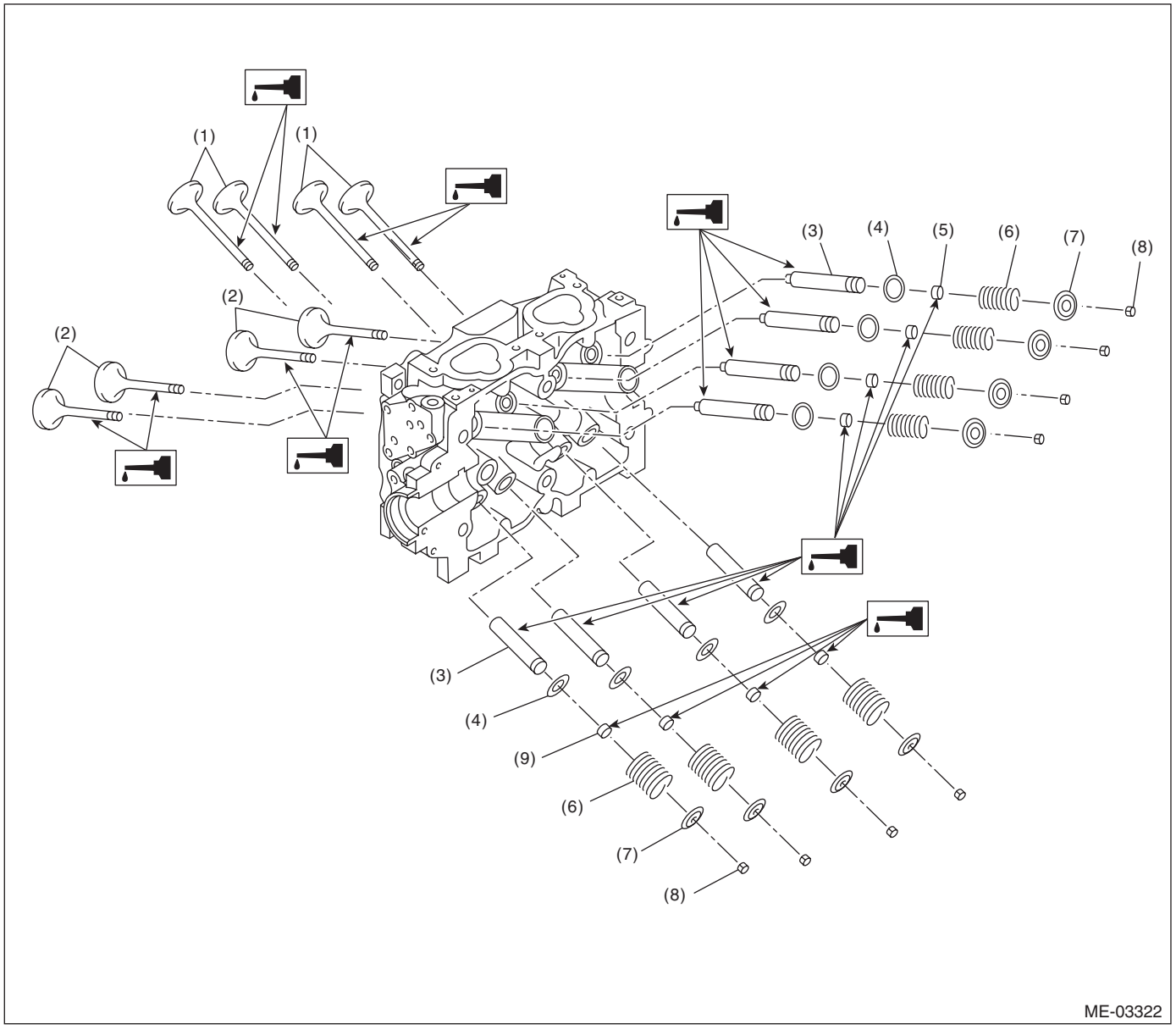
3. VALVE ROCKER ASSEMBLY



(1) Intake valve rocker arm ASSY
(2) Valve rocker nut
(3) Valve rocker adjusting screw
(4) Exhaust rocker shaft
(5) Exhaust valve rocker arm

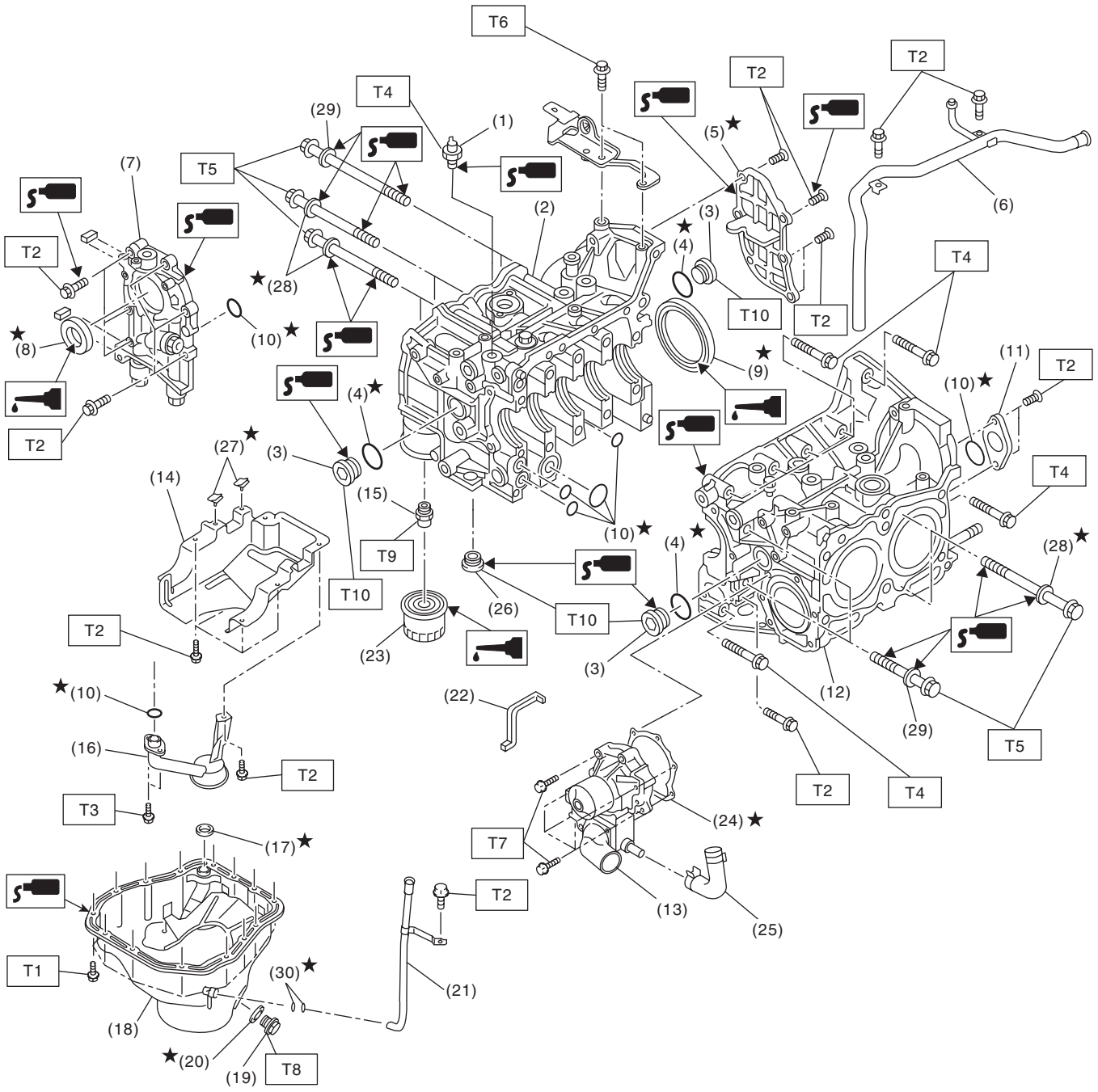
Tightening torque:N·m (kgf-m, ft-lb)
T1: 6 (0.6, 4.3)
T2: 9.75 (1.0, 7.2)
T3: 25 (2.5, 18.4)

4. CYLINDER HEAD AND VALVE ASSEMBLY



(1) Exhaust valve
(2) Intake valve
(3) Valve guide
(4) Valve spring seat
(5) Intake valve oil seal
(6) Valve spring
(7) Retainer
(8) Retainer key
(9) Exhaust valve oil seal

5. CYLINDER BLOCK

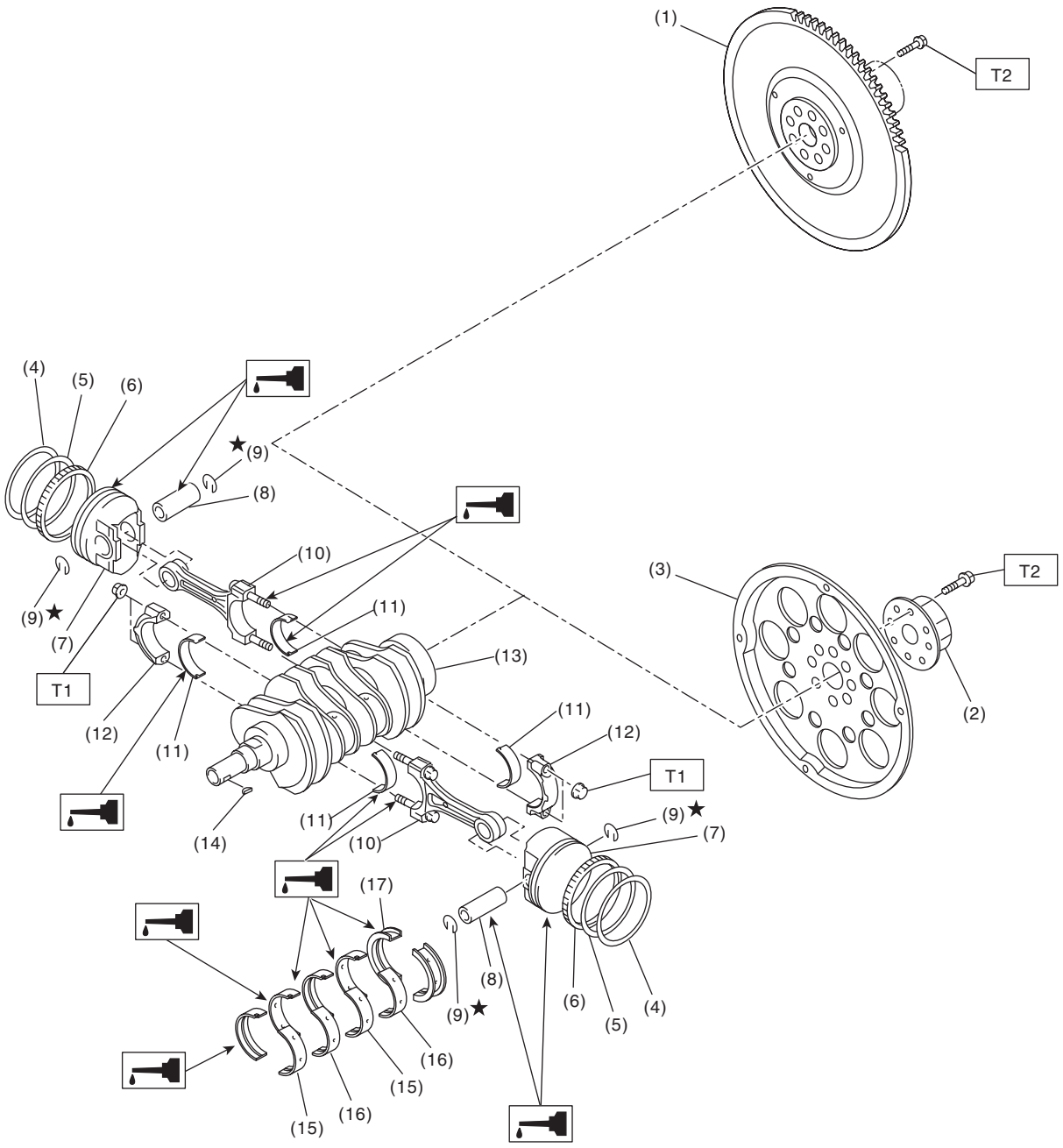


ME-03323

(1) Oil pressure switch
(2) Cylinder block (RH)
(3) Service hole plug
(4) Gasket
(5) Oil separator cover
(6) Water by-pass pipe
(7) Oil pump
(8) Front oil seal
(9) Rear oil seal
(10) O-ring
(11) Service hole cover
(12) Cylinder block (LH)
(13) Water pump
(14) Baffle plate
(15) Oil filter connector
(16) Oil strainer
(17) Gasket
(18) Oil pan
(19) Drain plug
(20) Drain plug gasket
(21) Oil level gauge guide
(22) Water pump sealing
(23) Oil filter
(24) Gasket
(25) Water pump hose
(26) Plug
(27) Seal
(28) Seal washer
(29) Washer
(30) O-ring

Tightening torque:N·m (kgf-m, ft-lb)	
T1:	*5 (0.5, 3.7)*
T2:	*6.4 (0.65, 4.7)*
T3:	*10 (1.0, 7.4)*
T4:	*25 (2.5, 18.4)*
T5:	*<Ref. to ME(H4SO)-74, INSTALLATION, Cylinder Block.>*
T6:	*16 (1.6, 11.8)*
T7:	*First 12 (1.2, 8.9)*
	Second 12 (1.2, 8.9)
T8:	*44 (4.5, 32.5)*
T9:	*45 (4.6, 33.2)*
T10:	*70 (7.1, 51.6)*

6. CRANKSHAFT AND PISTON

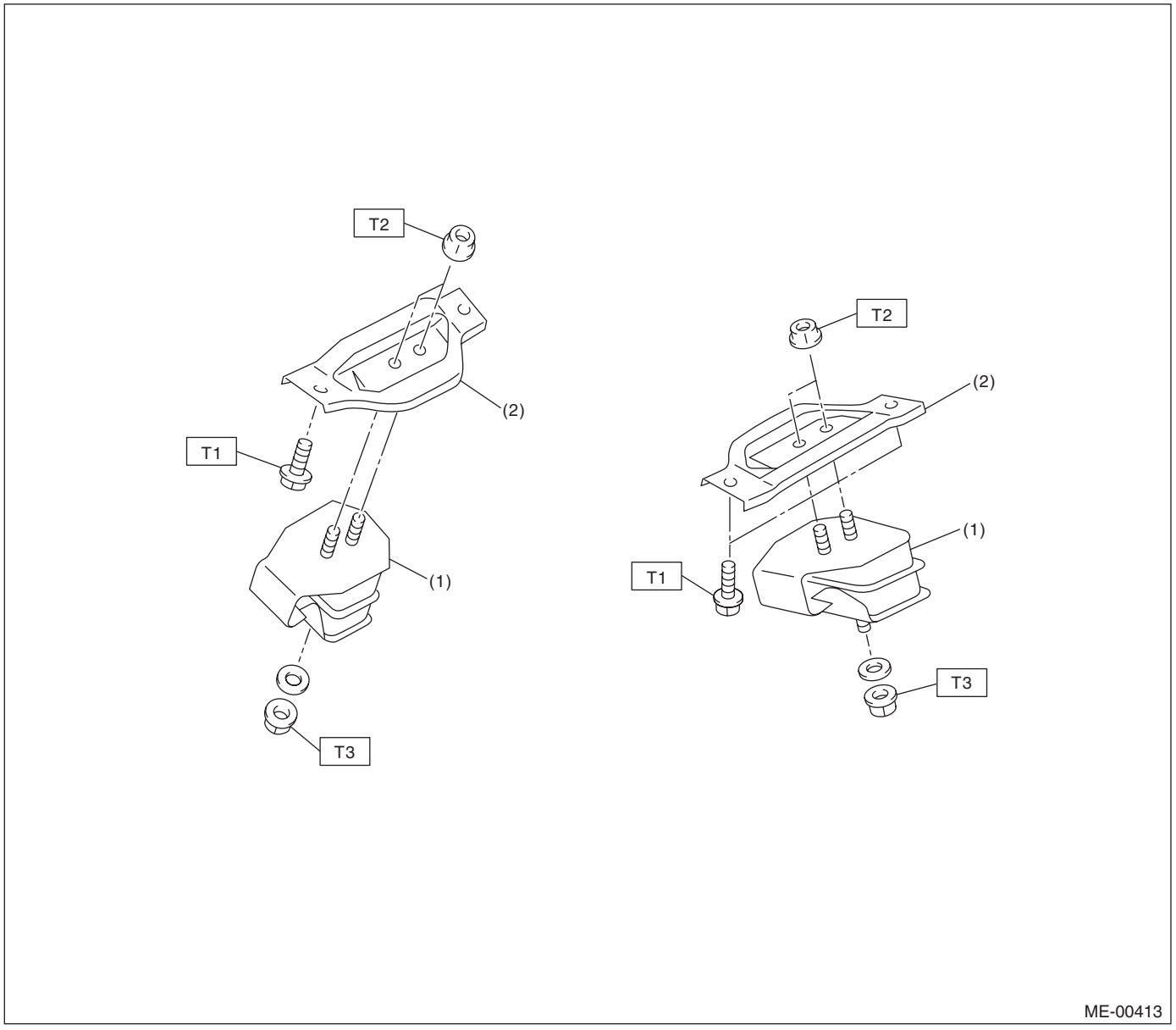


ME-03292

(1) Flywheel (MT model)
(2) Reinforcement (AT model)
(3) Drive plate (AT model)
(4) Top ring
(5) Second ring
(6) Oil ring
(7) Piston
(8) Piston pin
(9) Snap ring
(10) Connecting rod
(11) Connecting rod bearing
(12) Connecting rod cap
(13) Crankshaft
(14) Woodruff key
(15) Crankshaft bearing #1, #3
(16) Crankshaft bearing #2, #4
(17) Crankshaft bearing #5

Tightening torque:N·m (kgf-m, ft-lb)
T1: 45 (4.6, 33.2)
T2: 72 (7.3, 53.1)

7. ENGINE MOUNTING



(1) Front cushion rubber
(2) Front engine mounting bracket

Tightening torque:N·m (kgf-m, ft-lb)
T1: 35 (3.6, 25.8)
T2: 42 (4.3, 31.0)
T3: 85 (8.7, 62.7)

C: CAUTION

• Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
• Remove contamination including dirt and corrosion before removal, installation or disassembly.
• Keep the disassembled parts in order and protect them from dust and dirt.
• Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
• Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
• Be sure to tighten fasteners including bolts and nuts to the specified torque.
• Place shop jacks or rigid racks at the specified points.
• Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.
• All parts should be thoroughly cleaned, paying special attention to engine oil passages, pistons and bearings.
• Rotating parts and sliding parts such as piston, bearing and gear should be coated with oil prior to assembly.
• Be careful not to let oil, grease or coolant contact the timing belt, clutch disc and flywheel.
• All removed parts, if to be reused, should be reinstalled in the original positions and directions.
• Bolts, nuts and washers should be replaced with new parts as required.
• Even if necessary inspections have been made in advance, proceed with assembly work while making rechecks.
• Remove or install the engine in an area where chain hoists, lifting devices, etc. are available for ready use.
• Be sure not to damage coated surfaces of body panels with tools, or not to stain seats and windows with coolant or oil. Place a cover over fender, as required, for protection.
• Prior to starting work, prepare the following:
Service tools, clean cloth, containers to catch coolant and oil, wire ropes, chain hoist, transmission jacks, etc.
• Lift up or lower the vehicle when necessary. Make sure to support the correct positions.

D: PREPARATION TOOL

1. SPECIAL TOOL

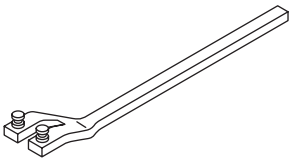
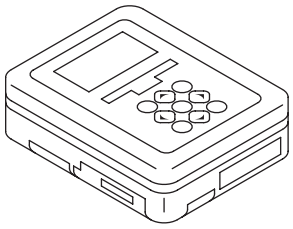
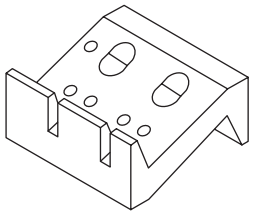
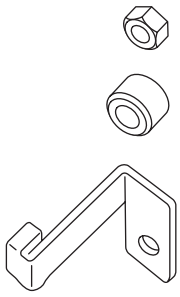
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18231AA010	18231AA010	CAM SPROCKET WRENCH	• Used for removing and installing cam sprocket. (LH side) • CAM SPROCKET WRENCH (499207100) can also be used.
 ST1B021XU0	1B021XU0	SUBARU SELECT MONITOR III KIT	Used for troubleshooting the electrical system.
 ST-498267800	498267800	CYLINDER HEAD TABLE	• Used for replacing valve guides. • Used for removing and installing valve spring.
 ST-498277200	498277200	STOPPER SET	Used for installing automatic transmission assembly to engine.

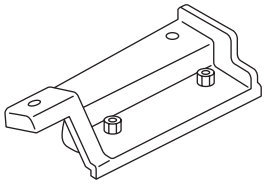
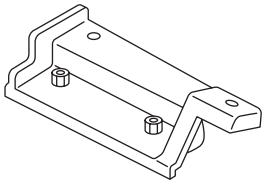
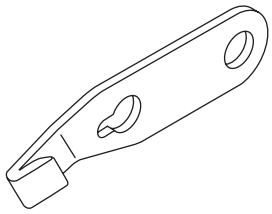
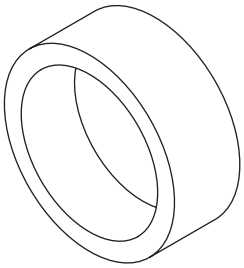
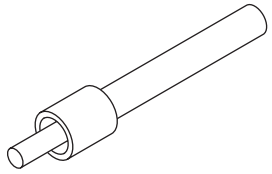
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498457000	498457000	ENGINE STAND ADAPTER RH	Used with ENGINE STAND (499817100).
 ST-498457100	498457100	ENGINE STAND ADAPTER LH	Used with ENGINE STAND (499817100).
 ST-498497100	498497100	CRANKSHAFT STOPPER	Used for removing and installing the flywheel and the drive plate.
 ST-498747300	498747300	PISTON GUIDE	Used for installing piston in cylinder for 2.5 L model.
 ST-498857100	498857100	VALVE OIL SEAL GUIDE	Used for press-fitting of intake and exhaust valve guide oil seals.

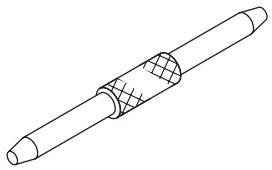
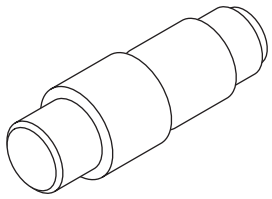
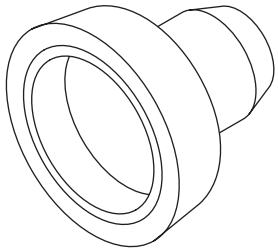
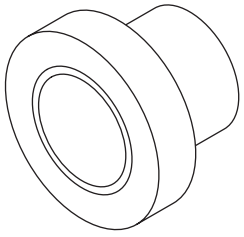
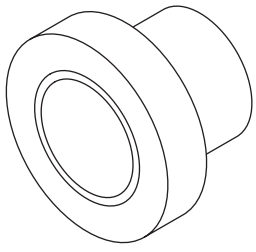
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499017100	499017100	PISTON PIN GUIDE	Used for installing piston pin, piston and connecting rod.
 ST-499037100	499037100	CONNECTING ROD BUSHING REMOVER AND INSTALLER	Used for removing and installing connecting rod bushing.
 ST-499587200	499587200	CRANKSHAFT OIL SEAL INSTALLER	• Used for installing crankshaft oil seal. • Used with CRANKSHAFT OIL SEAL GUIDE (499597100).
 ST-499587500	499587500	OIL SEAL INSTALLER	• Used for installing camshaft oil seal. • Used with OIL SEAL GUIDE (499597000).
 ST-499587700	499587700	CAMSHAFT OIL SEAL INSTALLER	Used for installing cylinder head plug.

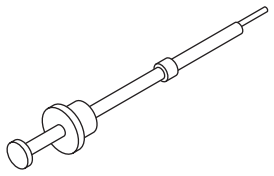
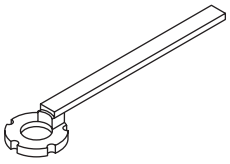
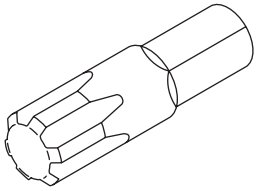
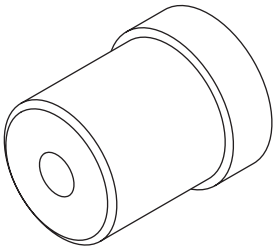
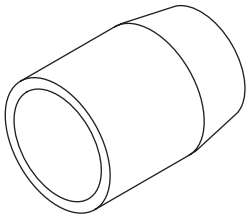
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499097700	499097700	PISTON PIN REMOVER ASSY	Used for removing piston pin.
 ST-499207400	499207400	CAM SPROCKET WRENCH	Used for removing and installing cam sprocket. (RH side)
 ST-499497000	499497000	TORX® PLUS	Used for removing and installing camshaft cap.
 ST-499587100	499587100	OIL SEAL INSTALLER	Used for installing oil pump oil seal.
 ST-499597000	499597000	OIL SEAL GUIDE	• Used for installing camshaft oil seal. • Used with CAMSHAFT OIL SEAL INSTALLER (499587500).

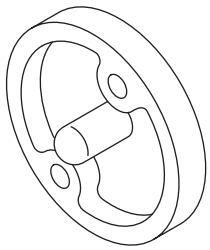
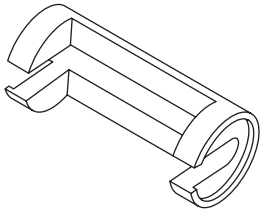
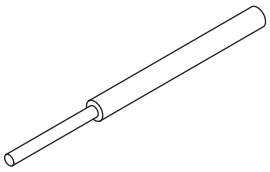
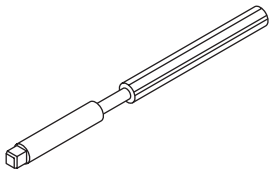
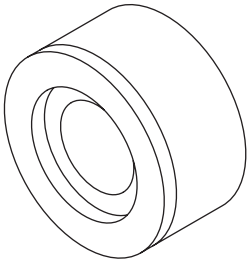
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499597100	499597100	CRANKSHAFT OIL SEAL GUIDE	• Used for installing crankshaft oil seal. • Used with CRANKSHAFT OIL SEAL INSTALLER (499587200).
 ST-499718000	499718000	VALVE SPRING REMOVER	Used for removing and installing valve spring.
 ST-499767200	499767200	VALVE GUIDE REMOVER	Used for removing valve guides.
 ST-499767400	499767400	VALVE GUIDE REAMER	Used for reaming valve guides.
 ST-499767700	499767700	VALVE GUIDE ADJUSTER	Used for installing valve guides. (Intake side)

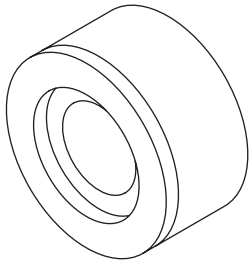
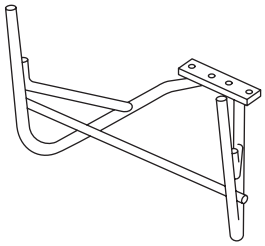
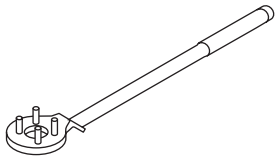
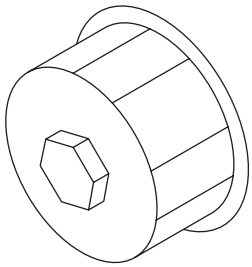
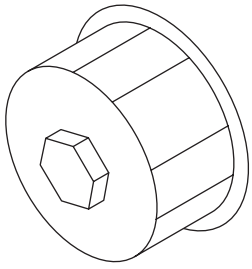
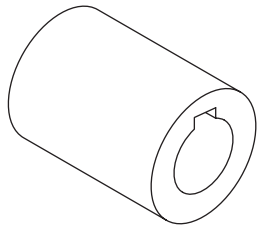
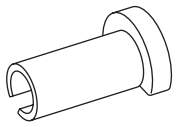
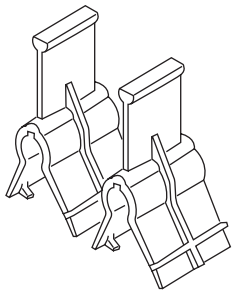
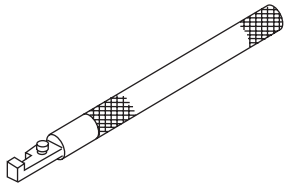
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499767800	499767800	VALVE GUIDE ADJUSTER	Used for installing valve guides. (Exhaust side)
 ST-499817100	499817100	ENGINE STAND	• Stand used for engine disassembly and assembly. • Used with ENGINE STAND ADAPTER RH (498457000) & LH (498457100).
 ST-499977100	499977100	CRANK PULLEY WRENCH	Used to stop rotation of the crank pulley when loosening or tightening crank pulley bolts.
 ST18332AA000	18332AA000	OIL FILTER WRENCH	Used for removing and installing oil filter. (Outer diameter: 68 mm (2.68 in))
 ST18332AA010	18332AA010	OIL FILTER WRENCH	Used for removing and installing oil filter. (Outer diameter: 65 mm (2.56 in))

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499987500	499987500	CRANKSHAFT SOCKET	Used for rotating crankshaft.
 ST42099AE000	42099AE000	CONNECTOR REMOVER	Used for removing the quick connector.
 ST18354AA000	18354AA000	VALVE ROCKER HOLDER	Used for installing the valve rocker assembly (intake). (2 sets)
 ST18258AA000	18258AA000	SPRING INSTALLER	Used for installing the valve rocker assembly (intake).

2. GENERAL TOOL

TOOL NAME	REMARKS
Compression gauge	Used for measuring compression.
Vacuum gauge	Used for measuring negative pressure.
Oil pressure gauge	Used for measuring oil pressure.
Fuel pressure gauge	Used for measuring fuel pressure.
Timing light	Used for measuring ignition timing.

E: PROCEDURE

It is possible to conduct the following service procedures with engine on vehicle, however, the procedures described in this section are based on the condition that the engine is removed from vehicle.

- V-belt
- Timing belt
- Valve rocker assembly
- Camshaft
- Cylinder head

2. Compression

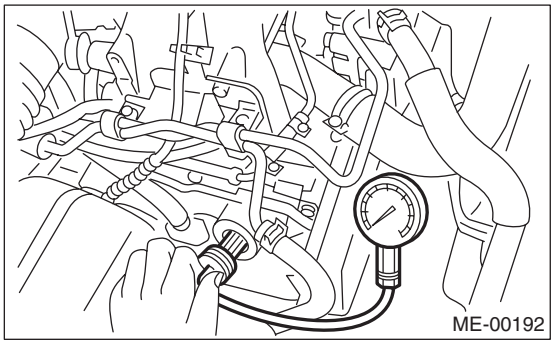
A: INSPECTION

CAUTION:
After warming-up, engine becomes very hot. Be careful not to burn yourself during measurement.

1) After warming-up the engine, turn the ignition switch to OFF.
2) Make sure that the battery is fully charged.
3) Release the fuel pressure.
<Ref. to FU(H4SO)-45, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
4) Remove all spark plugs. <Ref. to IG(H4SO)-4, REMOVAL, Spark Plug.>
5) Fully open the throttle valve.
6) Check the starter motor for satisfactory performance and operation.
7) Hold the compression gauge tightly against the spark plug hole.

NOTE:
When using a screw-in type compression gauge, the screw should be less than 18 mm (0.71 in) long.

8) Crank the engine by the starter motor, and read the maximum value on the gauge when the needle of gauge is steady.



9) Perform at least two measurements per cylinder, and check that the values are correct.

Compression (throttle full open):
Standard
1,020 — 1,275 kPa
(10.4 — 13.0 kgf/cm^2, 148 — 185 psi)
Service limit
1,020 kPa (10.4 kgf/cm^2, 148 psi)
Difference between cylinders
49 kPa (0.5 kgf/cm^2, 7 psi), or less

10) After inspection, install the related parts in the reverse order of removal.

3. Idle Speed

A: INSPECTION

1) Before checking the idle speed, check the following item:
   (1) Check the air cleaner element is free from clogging, ignition timing is correct, spark plugs are in good condition, and hoses are connected properly.
   (2) Check the malfunction indicator light does not illuminate.
2) Warm up the engine.
3) Read the engine idle speed using Subaru Select Monitor. <Ref. to EN(H4SO)(diag)-43, READ CURRENT DATA FOR ENGINE (NORMAL MODE), OPERATION, Subaru Select Monitor.>
4) Check the idle speed when no-loaded. (Headlight, heater fan, rear defroster, radiator fan, A/C and etc. are OFF)

Idle speed [No load and gears in neutral, "P" or "N" range]:
U5 model
700±100 rpm (MT model)
U6 model
650±100 rpm (MT model)
700±100 rpm (AT model)

5) Check the idle speed when loaded. (Turn the A/C switch ON and operate the compressor for at least one minute before measurement.)

Idle speed [A/C ON and gears in neutral, "P" or "N" range]:
850±100 rpm

NOTE:
Idle speed cannot be adjusted manually, because the idle speed is automatically adjusted. If the prescribed idle speed cannot be maintained, refer to the General On-board Diagnosis Table under "Engine Control System". <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>

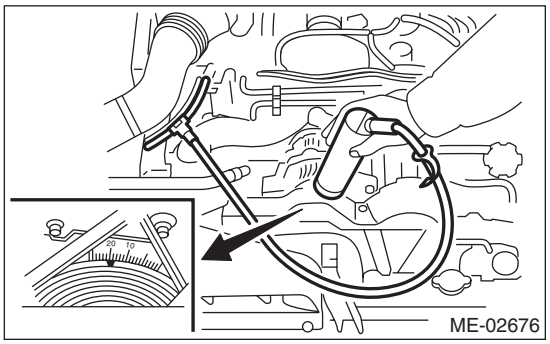
4. Ignition Timing

A: INSPECTION

CAUTION:
After warming-up, engine becomes very hot. Be careful not to burn yourself at measurement.

1) Before checking the ignition timing, check the following item:
   (1) Check the air cleaner element is free from clogging, spark plugs are in good condition, and hoses are connected properly.
   (2) Check the malfunction indicator light does not illuminate.
2) Warm up the engine.
3) Stop the engine, and turn the ignition switch to OFF.
4) Connect the timing light to #1 cylinder spark plug cord, and then light the timing mark with the timing light.
5) Start the engine and check the ignition timing at idle speed as shown below.

Ignition timing [BTDC/rpm]:
U5 model
10°±8°/700 (MT model)
15°±8°/700 (AT model)
U6 model
10°±8°/650 (MT model)
15°±8°/700 (AT model)

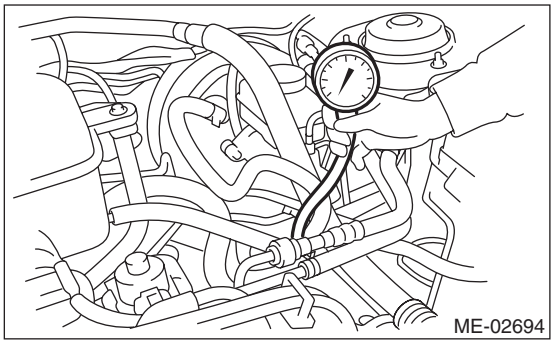


If the timing is not correct, check the ignition control system. <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>

5. Intake Manifold Vacuum

A: INSPECTION

1) Warm up the engine.
2) Disconnect the brake vacuum hose from intake manifold, and then install the vacuum gauge.
3) Keep the engine at idle speed and read the vacuum gauge indication.
By observing the gauge needle movement, internal condition of the engine can be diagnosed as described below.



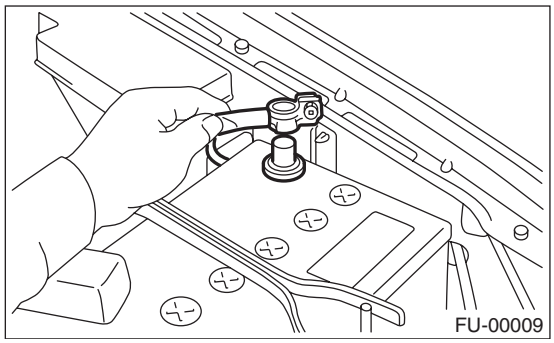
Vacuum pressure (at idling, A/C "OFF"):
Less than –60.0 kPa (–450 mmHg, –17.72 inHg)

Diagnosis of engine condition by measurement of intake manifold vacuum	
Vacuum gauge indication	Possible engine condition
1. Needle is steady but lower than normal position. This tendency becomes more evident as engine temperature rises.	Air leakage around intake manifold gasket, disconnection or damage of vacuum hose
2. Needle intermittently drops to position lower than normal position.	Leakage around cylinder
3. Needle drops suddenly and intermittently from normal position.	Sticky valve
4. When engine speed is gradually increased, needle begins to vibrate rapidly at certain speed, and then vibration increases as engine speed increases.	Weak or broken valve springs
5. Needle vibrates above and below normal position in narrow range.	Defective ignition system

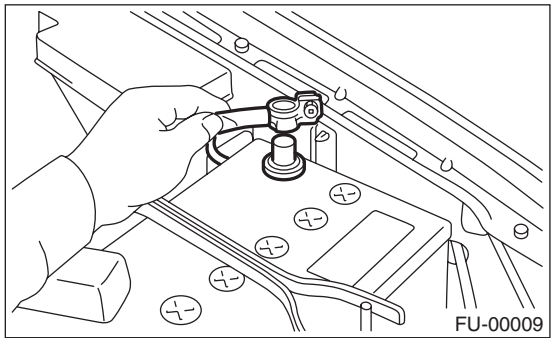
6. Engine Oil Pressure

A: INSPECTION

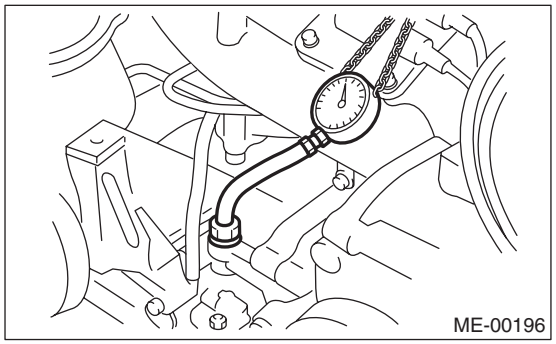
1) Disconnect the ground cable from battery.



2) Remove the oil pressure switch. <Ref. to LU(H4SO)-21, REMOVAL, Oil Pressure Switch.>
3) Connect the oil pressure gauge to cylinder block.
4) Connect the ground cable to the battery.



5) Start the engine, and measure the oil pressure.



Oil pressure:

Standard

98 kPa (1.0 kg/cm^2, 14 psi) or more at 600 rpm
294 kPa (3.0 kg/cm^2, 43 psi) or more at 5,000 rpm

• If the oil pressure is out of specification, check the oil pump, oil filter and lubrication line. <Ref. to LU(H4SO)-26, INSPECTION, Engine Lubrication System Trouble in General.>

• If the oil pressure warning light is ON and oil pressure is within specification, check the oil pressure switch. <Ref. to LU(H4SO)-26, INSPECTION, Engine Lubrication System Trouble in General.>

NOTE:
Standard value is based on an engine oil temperature of 80°C (176°F).

6) After measuring the oil pressure, install the oil pressure switch. <Ref. to LU(H4SO)-21, INSTALLATION, Oil Pressure Switch.>

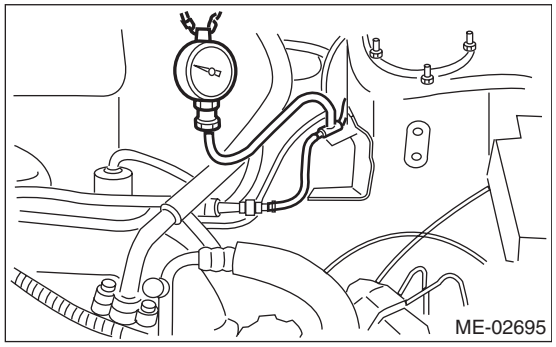
Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

7. Fuel Pressure

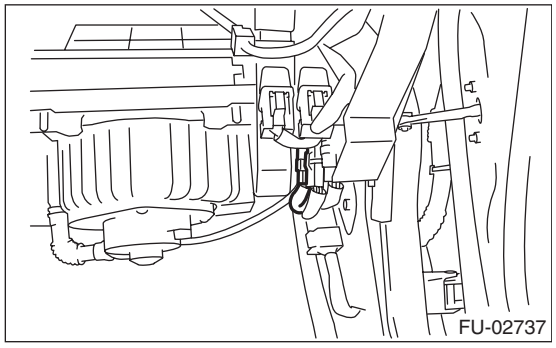
A: INSPECTION

CAUTION:
• Before removing the fuel pressure gauge, release the fuel pressure.
• Be careful not to spill fuel.
• Catch the fuel from hoses using a container or cloth.

NOTE:
If the fuel pressure is out of specification, check or replace the fuel pump and fuel delivery line.
1) Release the fuel pressure.
<Ref. to FU(H4SO)-45, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
2) Disconnect the fuel delivery hose from fuel damper, and connect fuel pressure gauge.



3) Connect the connector of fuel pump relay.



4) Start the engine.
5) Measure the fuel pressure after warming up the engine.

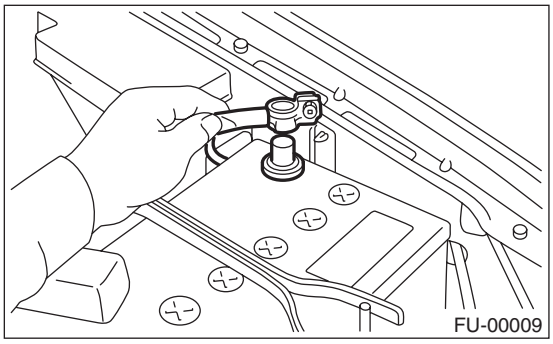
Fuel pressure:
Standard
338 — 348 kPa (3.4 — 3.5 kg/cm^2, 49 — 50 psi)

NOTE:
The fuel pressure gauge registers 10 to 20 kPa (0.1 to 0.2 kg/cm^2, 1 to 3 psi) higher than standard values during high-altitude operations.

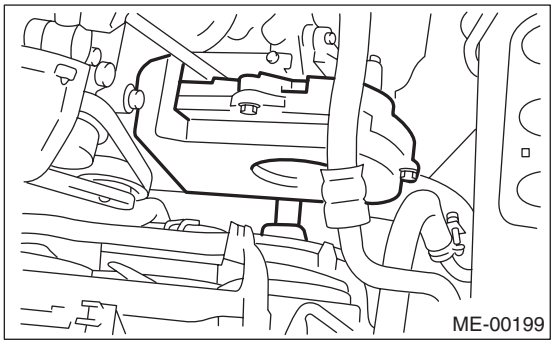
8. Valve Clearance

A: INSPECTION

NOTE:
Inspection and adjustment of valve clearance should be performed while engine is cold.
1) Set the vehicle on a lift.
2) Lift up the vehicle.
3) Remove the under cover.
4) Lower the vehicle.
5) Disconnect the ground cable from the battery.

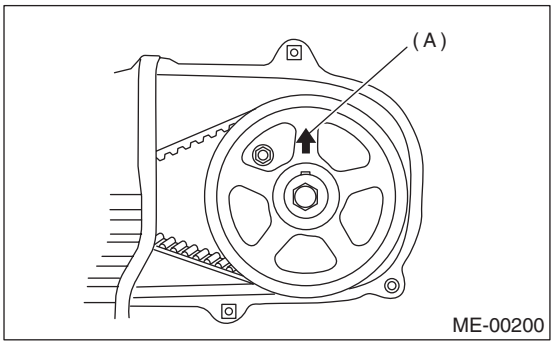


6) Remove the timing belt cover (LH).



7) Remove the fuel injector. <Ref. to FU(H4SO)-31, REMOVAL, Fuel Injector.>
8) When inspecting #1 and #3 cylinders
   (1) Disconnect the spark plug cords from spark plugs RH side. <Ref. to IG(H4SO)-4, RH SIDE, REMOVAL, Spark Plug.>
   (2) Disconnect the PCV hose from the rocker cover (RH).
   (3) Remove the bolts, then remove the rocker cover (RH).
9) When inspecting #2 and #4 cylinders
   (1) Disconnect the spark plug cords from spark plugs (LH side). <Ref. to IG(H4SO)-4, LH SIDE, REMOVAL, Spark Plug.>
   (2) Disconnect the PCV hose from the rocker cover (LH).
   (3) Remove the bolts, then remove the rocker cover (LH).
10) Set #1 cylinder piston to top dead center of compression stroke by rotating the crank pulley clockwise using the socket wrench.

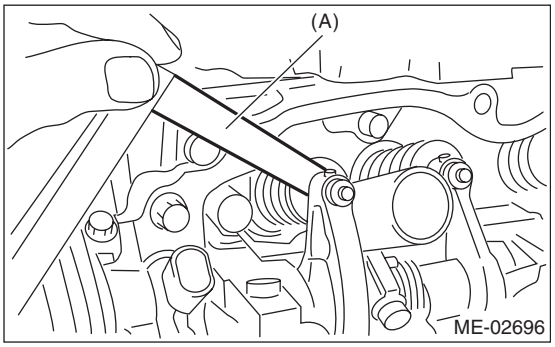
NOTE:
When the arrow mark (A) on cam sprocket (LH) comes exactly to the top, #1 cylinder piston is brought to the top dead center of compression stroke.



11) Measure #1 cylinder valve clearance by using thickness gauge (A).

NOTE:
• Insert a thickness gauge in as horizontally as possible with respect to the valve stem end face.
• Lift up the vehicle and measure the exhaust valve clearance.

Valve clearance:
Intake
0.20±0.04 mm (0.0079±0.0016 in)
Exhaust
0.25±0.04 mm (0.0098±0.0016 in)



12) If necessary, adjust the valve clearance. <Ref. to ME(H4SO)-31, ADJUSTMENT, Valve Clearance.>

13) Measure the valve clearance in #3, #2 and #4 cylinder in the same measurement procedure as #1 cylinder.

NOTE:
• Be sure to set the cylinder pistons to their respective top dead centers on compression stroke before measuring valve clearances.
• By rotating the crank pulley clockwise every 180° from the state that #1 cylinder piston is on the top dead center of compression stroke, #3, #2 and #4 cylinder pistons come to the top dead center of compression stroke in this order.

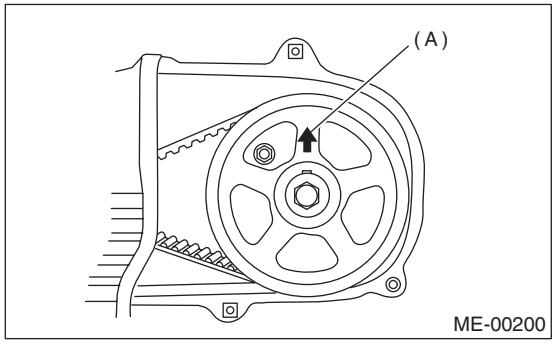
14) After inspection, install the related parts in the reverse order of removal.

B: ADJUSTMENT

NOTE:
Adjustment of valve clearance should be performed while engine is cold.

1) Set #1 cylinder piston to top dead center of compression stroke by rotating the crank pulley clockwise using the socket wrench.

NOTE:
When the arrow mark (A) on cam sprocket (LH) comes exactly to the top, #1 cylinder piston is brought to the top dead center of compression stroke.

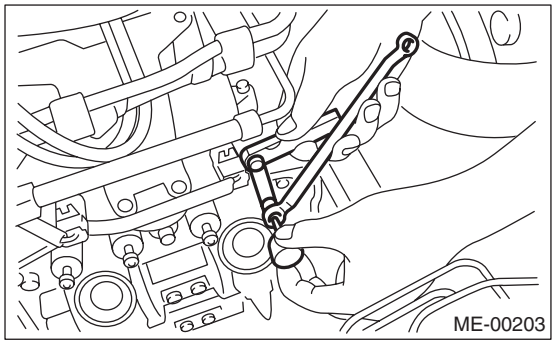


2) Adjust the #1 cylinder valve clearance.
(1) Loosen the valve rocker nut and screw.
(2) Set a suitable thickness gauge.
(3) While noting the valve clearance, tighten the valve rocker adjusting screw.
(4) When the specified valve clearance is obtained, tighten the valve rocker nut.

NOTE:
• Insert a thickness gauge in as horizontally as possible with respect to the valve stem end face.
• Lift up the vehicle and adjust the exhaust valve clearance.

Valve clearance:
Intake
0.20±0.04 mm (0.0079±0.0016 in)
Exhaust
0.25±0.04 mm (0.0098±0.0016 in)

Tightening torque:
9.75 N·m (1.0 kgf-m, 7.2 ft-lb)



3) Adjust the valve clearance in #3, #2 and #4 cylinder in the same adjustment procedure as #1 cylinder.

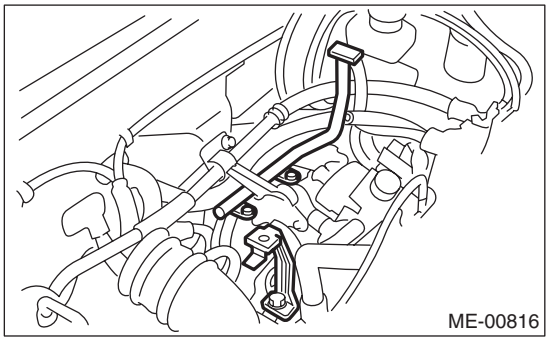
NOTE:
• Be sure to set the cylinder pistons to their respective top dead centers on compression stroke before adjusting valve clearances.
• By rotating the crank pulley clockwise every 180° from the state that #1 cylinder piston is on the top dead center of compression stroke, #3, #2 and #4 cylinder pistons come to the top dead center of compression stroke in this order.

4) Ensure the valve clearances of each cylinder are within specifications. If necessary, readjust the valve clearances.

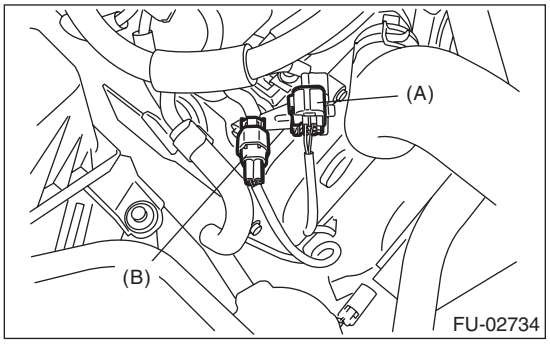
9. Engine Assembly

A: REMOVAL

1) Set the vehicle on a lift.
2) Open the front hood fully and support with the front hood stay.
3) Collect the refrigerant from the A/C system. <Ref. to AC-21, PROCEDURE, Refrigerant Recovery Procedure.>
4) Release the fuel pressure.
<Ref. to FU(H4SO)-45, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
5) Disconnect the battery cable, and then remove the battery from the vehicle body.
6) Remove the air intake duct, air cleaner case and air intake chamber.
<Ref. to IN(H4SO)-7, REMOVAL, Air Intake Duct.>
<Ref. to IN(H4SO)-5, REMOVAL, Air Cleaner Case.>
<Ref. to IN(H4SO)-6, REMOVAL, Air Intake Chamber.>
7) Remove the under cover.
8) Remove the radiator from the vehicle. <Ref. to CO(H4SO)-25, REMOVAL, Radiator.>
9) Disconnect the A/C pressure hoses from A/C compressor.
10) Remove the air intake chamber stay.

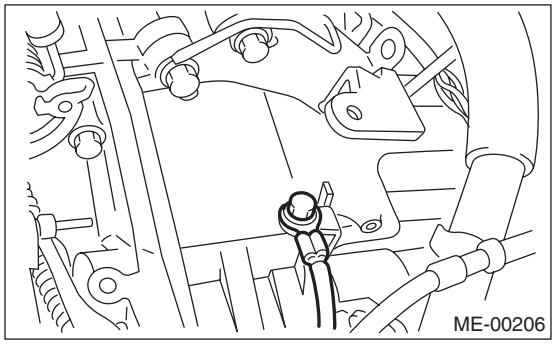


11) Disconnect the following connectors and cables.
(1) Front oxygen (A/F) sensor connector
(2) Rear oxygen sensor connector

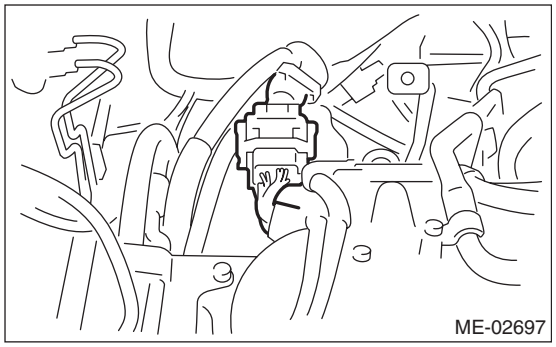


(A) Front oxygen (A/F) sensor connector
(B) Rear oxygen sensor connector

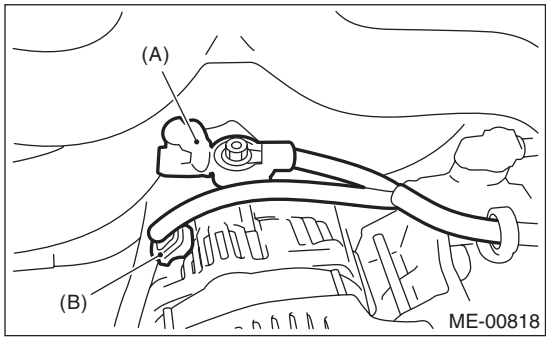
(3) Engine ground terminal



(4) Engine harness connectors

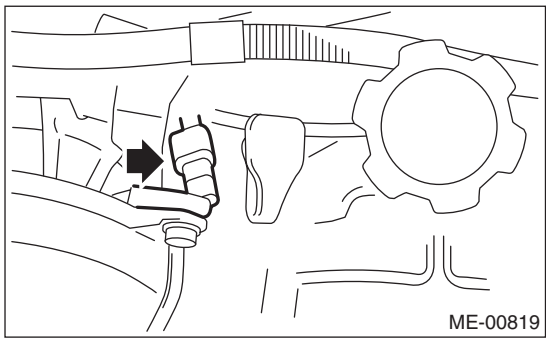


(5) Generator connector and terminal

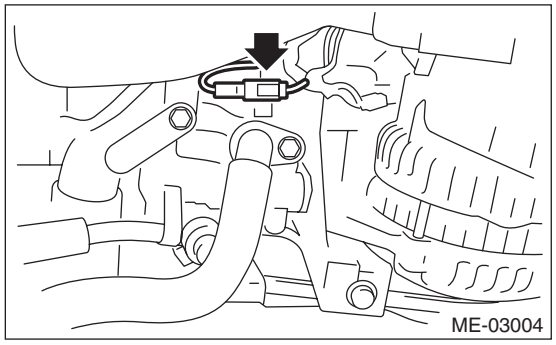


(A) Terminals
(B) Generator connector

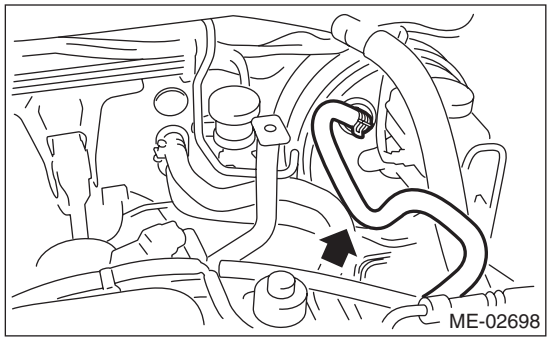
(6) A/C compressor connector



(7) Power steering switch connector

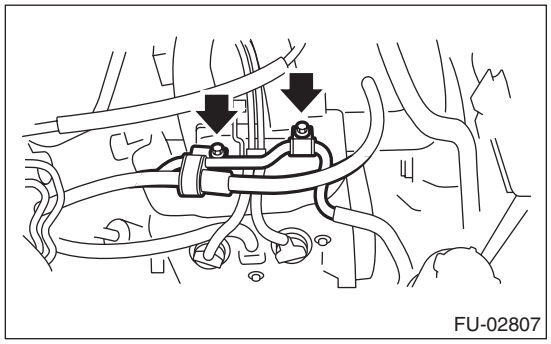


12) Disconnect the following hoses.
(1) Brake booster vacuum hose

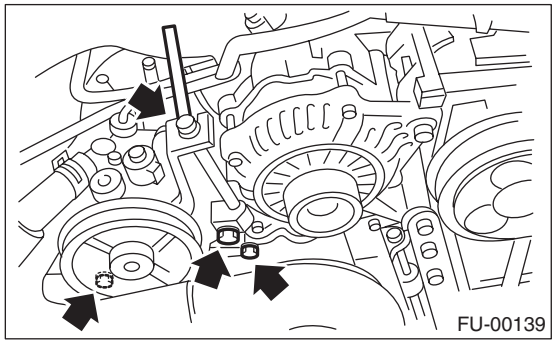


(2) Heater inlet and outlet hoses

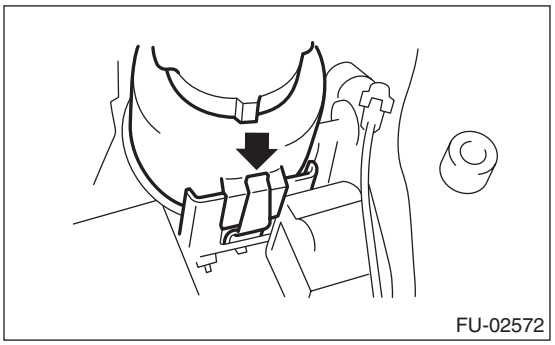
13) Remove the power steering pump.
(1) Remove the front side belts. <Ref. to ME(H4SO)-41, FRONT SIDE BELT, REMOVAL, V-belt.>
(2) Remove the bolts which hold the power steering pipes onto the fuel pipe protector RH.



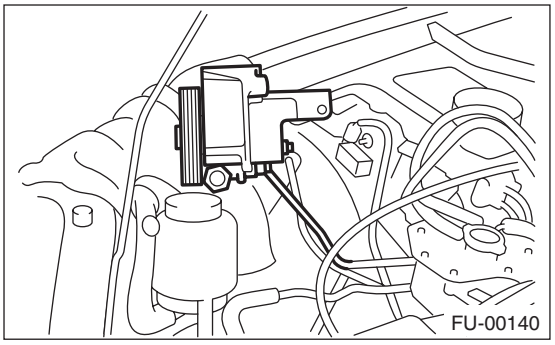
(3) Remove the power steering pump from the engine.



(4) Remove the power steering reservoir tank from the bracket by pulling it upwards.

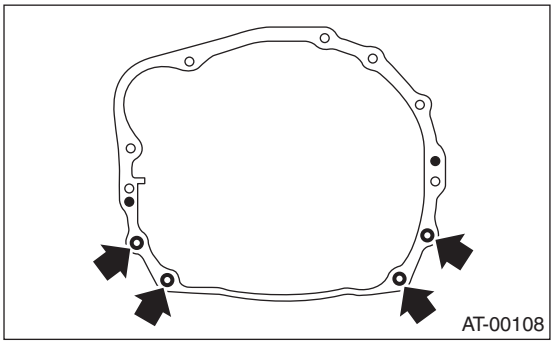


(5) Place the power steering pump on the right side wheel apron.

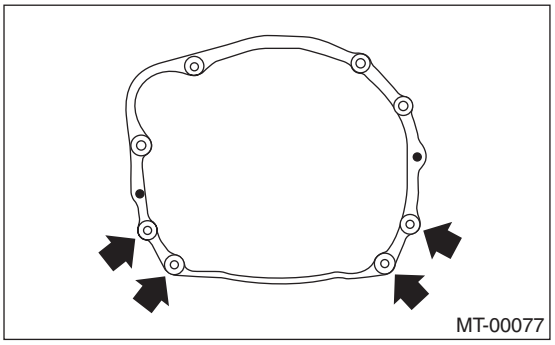


14) Remove the front and center exhaust pipes. <Ref. to EX(H4SO)-4, REMOVAL, Front Exhaust Pipe.>
15) Remove the bolts and nuts which hold lower side of transmission to engine.

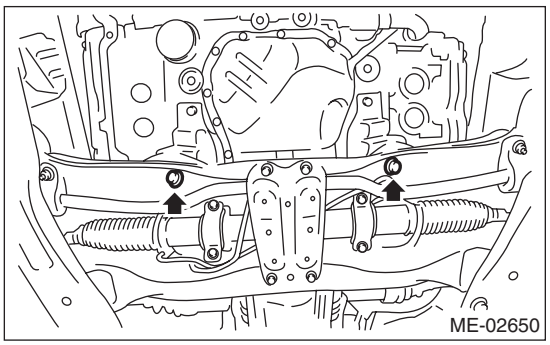
- AT model



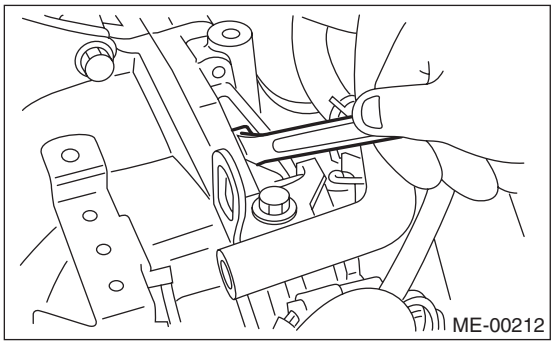
- MT model



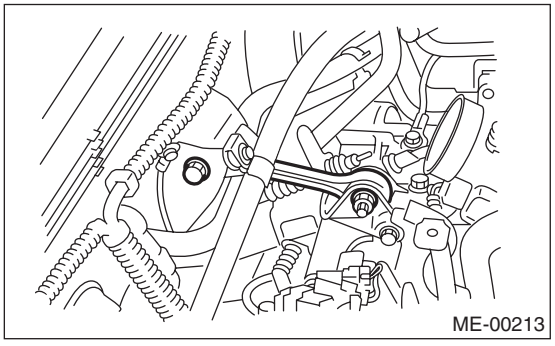
16) Remove the nuts which install front cushion rubber onto front crossmember.



17) Separate the torque converter clutch from drive plate. (AT model)
(1) Lower the vehicle.
(2) Remove the service hole plug.
(3) Remove the bolts which hold torque converter clutch to drive plate.
(4) Remove other bolts while rotating the crankshaft using socket wrench.

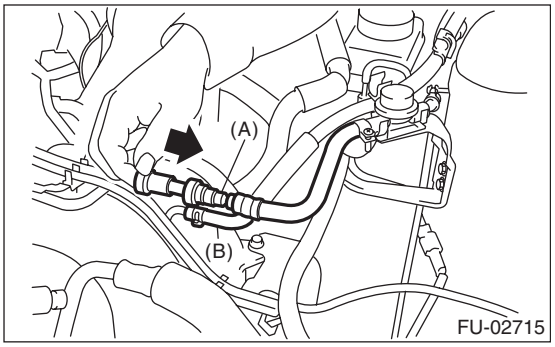


18) Remove the pitching stopper.



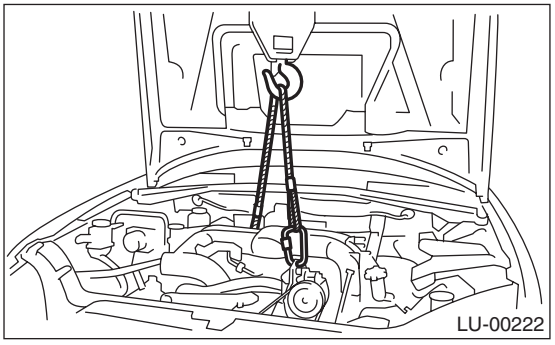
19) Disconnect the fuel hoses from fuel pipe.
(1) Disconnect the quick connector on the fuel delivery line by pushing the ST in the direction of the arrow.
ST 42099AE000 CONNECTOR REMOVER
(2) Remove the clip and disconnect the evaporation hose from the pipe.

CAUTION:
- **Be careful not to spill fuel.**
- **Catch the fuel from hoses using a container or cloth.**



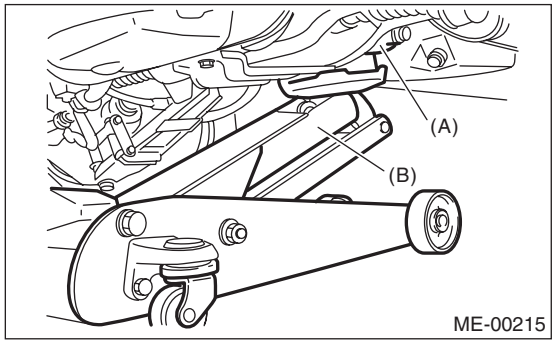
(A) Fuel delivery hose
(B) Evaporation hose

20) Support the engine with a lifting device and wire ropes.



21) Support the transmission with a garage jack.

CAUTION:
Be sure to always perform this work, in order to prevent the transmission from lowering for its own weight.



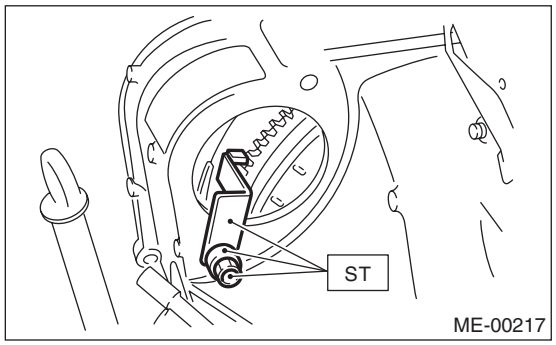
(A) Transmission
(B) Garage jack

22) Separation of engine and transmission

CAUTION:
Before removing the engine away from transmission, check to be sure no work has been overlooked.

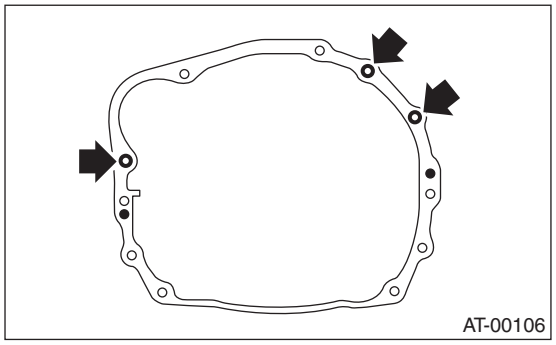
(1) Remove the starter. <Ref. to SC(H4SO)-6, REMOVAL, Starter.>
(2) Attach the ST to converter case. (AT model)

ST 498277200 STOPPER SET

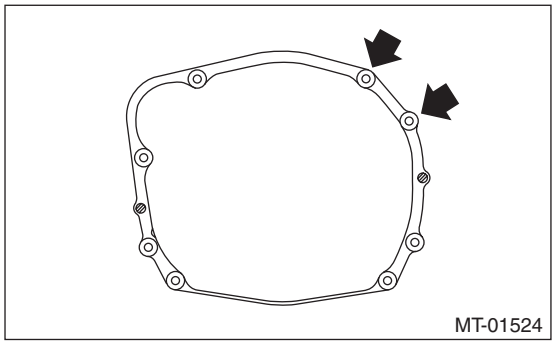


(3) Remove the bolts which hold upper side of transmission to engine.

- AT model



- MT model



23) Remove the engine from vehicle.
(1) Slightly raise the engine.
(2) Raise the transmission with garage jack.
(3) Move the engine horizontally until main shaft is withdrawn from clutch cover.
(4) Slowly move the engine away from engine compartment.

NOTE:
Be careful not to damage adjacent parts or body panels with crank pulley, oil level gauge, etc.

24) Remove the front cushion rubbers.

B: INSTALLATION

1) Install the front cushion rubbers to engine.

Tightening torque:
35 N·m (3.6 kgf-m, 25.8 ft-lb)

2) Apply a small amount of grease to splines of mainshaft. (MT model)

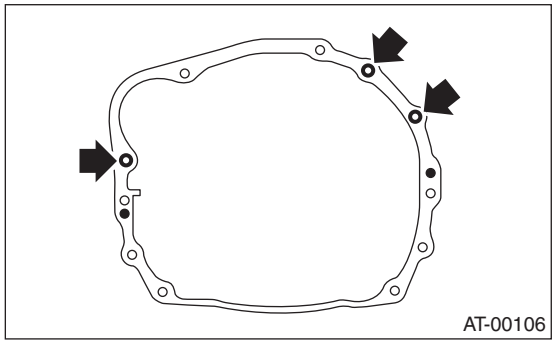
3) Position the engine in engine compartment and connect the engine to the transmission.

NOTE:
Be careful not to damage adjacent parts or body panels with crank pulley, oil level gauge, etc.

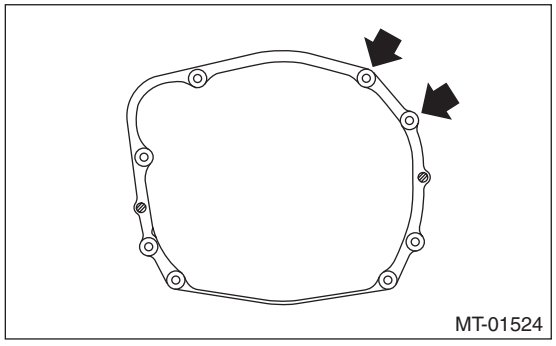
4) Tighten the bolts which hold upper side of transmission to engine.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

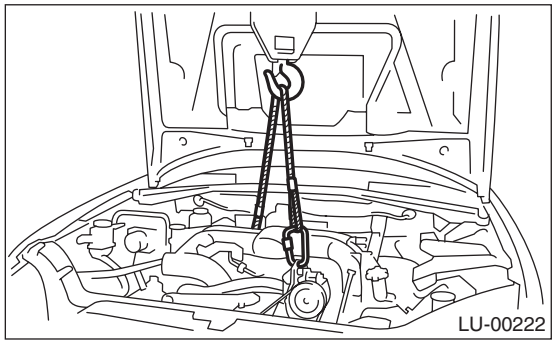
- AT model



- MT model



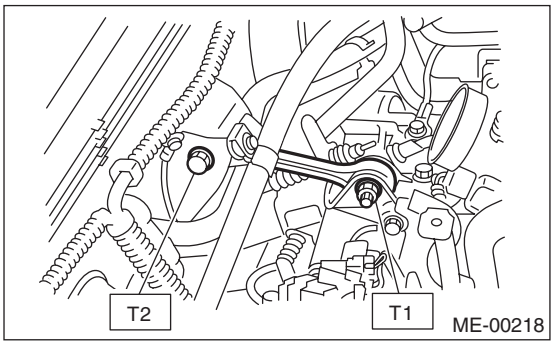
5) Remove the lifting device and wire ropes.



6) Remove the garage jack.

7) Install the pitching stopper.

Tightening torque:
T1: 50 N·m (5.1 kgf-m, 36.9 ft-lb)
T2: 58 N·m (5.9 kgf-m, 42.8 ft-lb)



8) Remove the ST from the torque converter clutch case. (AT model)

NOTE:
Be careful not to drop the ST into the torque converter clutch case when removing the ST.
ST 498277200 STOPPER SET

9) Install the starter. <Ref. to SC(H4SO)-6, INSTALLATION, Starter.>

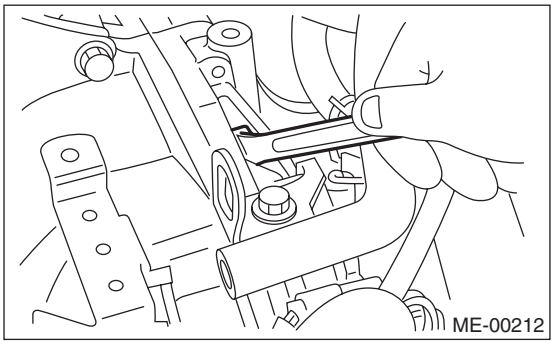
10) Install the torque converter clutch to drive plate. (AT model)

(1) Tighten the bolts which hold torque converter clutch to drive plate.

(2) Tighten other bolts while rotating the crankshaft using socket wrench.

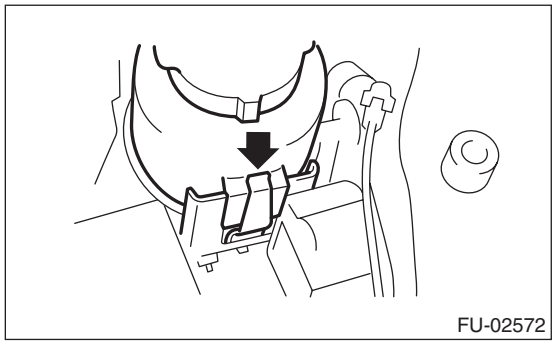
NOTE:
Be careful not to drop bolts into the torque converter clutch housing.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



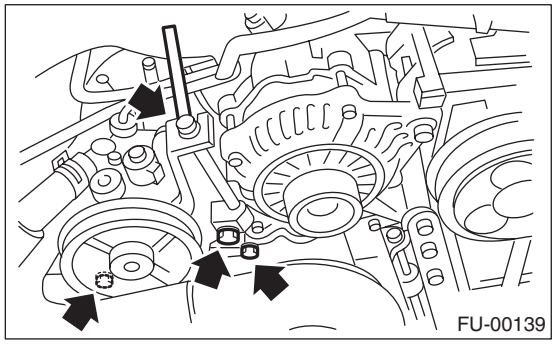
(3) Install the service hole plug to prevent getting foreign matter inside.

11) Install the power steering pump.
(1) Install the power steering reservoir tank to the bracket.

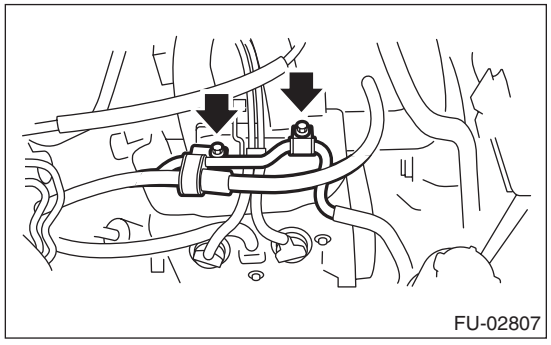

FU-02572

(2) Install the power steering pump to the bracket, and tighten the bolts.

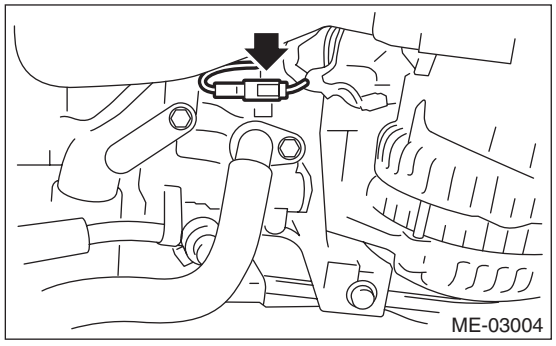
Tightening torque:
Refer to "COMPONENT" of "Power Steering" for the tightening torque. <Ref. to PS-4, COMPONENT, General Description.>


FU-00139

(3) Install the power steering pipe along with the bracket.


FU-02807

(4) Connect the power steering switch connector.


ME-03004

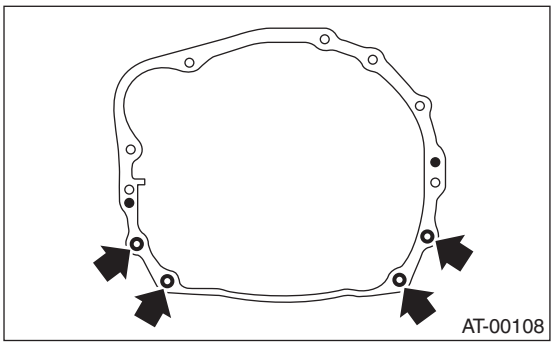
(5) Install and adjust the front side belt. <Ref. to ME(H4SO)-41, FRONT SIDE BELT, INSTALLATION, V-belt.>

12) Lift up the vehicle.

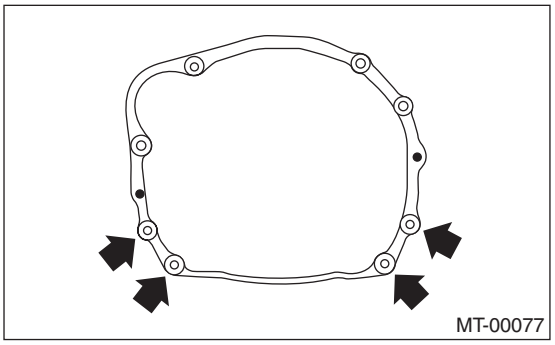
13) Tighten the bolts and nuts which hold lower side of the transmission to engine.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

- AT model


AT-00108

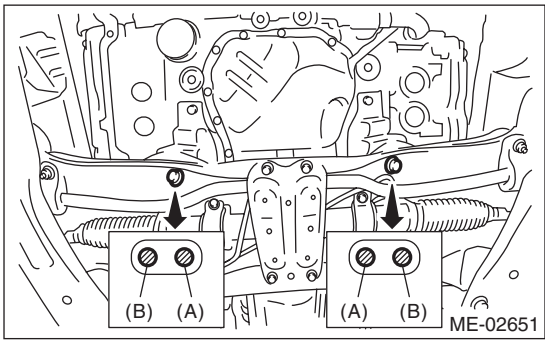
- MT model


MT-00077

14) Tighten the nuts which install the front cushion rubber onto crossmember.

NOTE:
Make sure the front cushion rubber mounting bolts (A) and locator (B) are securely installed.

Tightening torque:
85 N·m (8.7 kgf-m, 62.7 ft-lb)



ME-02651

15) Install the front and center exhaust pipe.
<Ref. to EX(H4SO)-5, INSTALLATION, Front Exhaust Pipe.>

16) Lower the vehicle.

17) Connect the following hoses.
(1) Fuel delivery hose, and evaporation hose
(2) Heater inlet and outlet hoses
(3) Brake booster vacuum hose
18) Connect the following connectors and terminals.
(1) Front oxygen (A/F) sensor connector
(2) Rear oxygen sensor connector
(3) Engine harness connectors
(4) Generator connector and terminal
(5) A/C compressor connector
19) Install the air intake chamber stay.

Tightening torque:
16 N·m (1.6 kgf-m, 11.8 ft-lb)
20) Tighten the engine ground cable.

Tightening torque:
14 N·m (1.4 kgf-m, 10.1 ft-lb)
21) Install the A/C pressure hoses. <Ref. to AC-36, INSTALLATION, Hose and Tube.>
22) Install the radiator to vehicle. <Ref. to CO(H4SO)-27, INSTALLATION, Radiator.>
23) Install the air intake duct, air cleaner case and air intake chamber. <Ref. to IN(H4SO)-7, INSTALLATION, Air Intake Duct.> <Ref. to IN(H4SO)-5, INSTALLATION, Air Cleaner Case.> <Ref. to IN(H4SO)-6, INSTALLATION, Air Intake Chamber.>
24) Install the under cover.
25) Install the battery in the vehicle, and connect cables.
26) Fill engine coolant.
<Ref. to CO(H4SO)-17, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
27) Check the ATF level and replenish it if necessary.
<Ref. to 4AT-28, INSPECTION, Automatic Transmission Fluid.>
28) Charge the A/C system with refrigerant. <Ref. to AC-22, PROCEDURE, Refrigerant Charging Procedure.>
29) Remove the front hood stay, and close the front hood.
30) Lower the vehicle from lift.

C: INSPECTION

1) Check that pipes, hoses, connectors and clamps are installed firmly.
2) Check the engine coolant and ATF are at specified levels.
3) Start the engine and check for exhaust gas, engine coolant, leaks of fuel, etc. Also check for noise and vibrations.

10.Engine Mounting

A: REMOVAL

1) Remove the engine unit. <Ref. to ME(H4SO)-32, REMOVAL, Engine Assembly.>
2) Remove the engine mounting from engine assembly.

B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:
35 N·m (3.6 kgf-m, 25.8 ft-lb)

C: INSPECTION

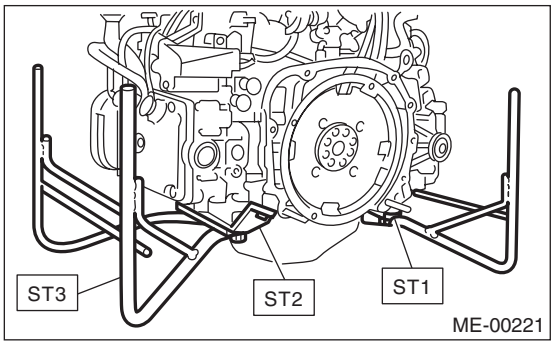
Make sure that no crack or other damages do not exist.

11.Preparation for Overhaul

A: PROCEDURE

1) After removing the engine from body, secure it to ST in the following procedure.

ST1	498457000	ENGINE STAND ADAPTER RH
ST2	498457100	ENGINE STAND ADAPTER LH
ST3	499817100	ENGINE STAND



2) In this section the procedures described under each index are all connected and stated in order. The procedure for overhauling of the engine will be completed when you go through all steps in the process.
Therefore, in this section, to conduct the particular procedure within the flow of a section, you need to go back and conduct the procedure described previously in order to do that particular procedure.

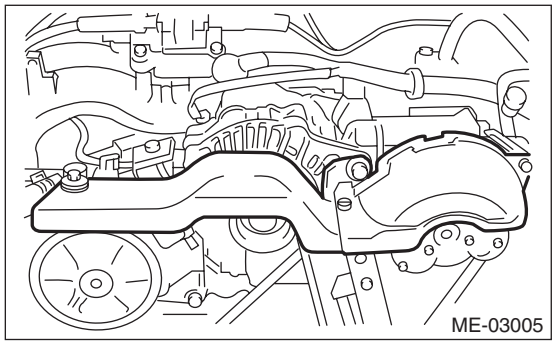
12.V-belt

A: REMOVAL

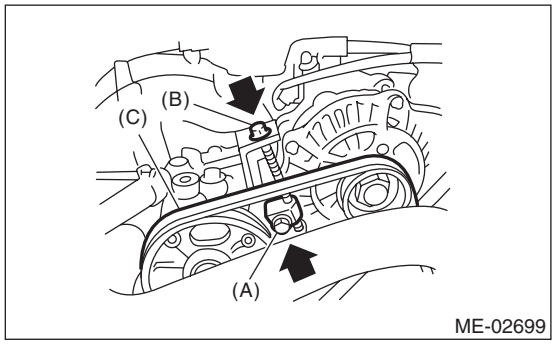
NOTE:
Perform the work with the engine installed to body when replacing a single part.

1. FRONT SIDE BELT

1) Remove the V-belt covers.

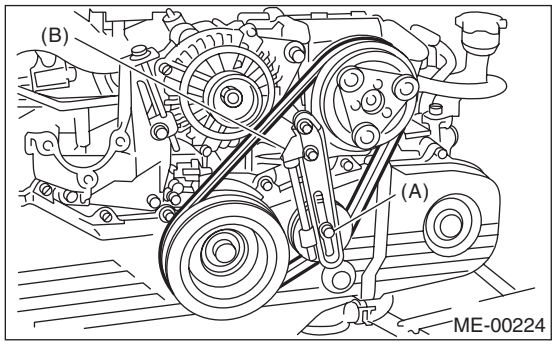


2) Loosen the lock bolt (A).
3) Loosen the slider bolt (B).
4) Remove the front side belt (C).

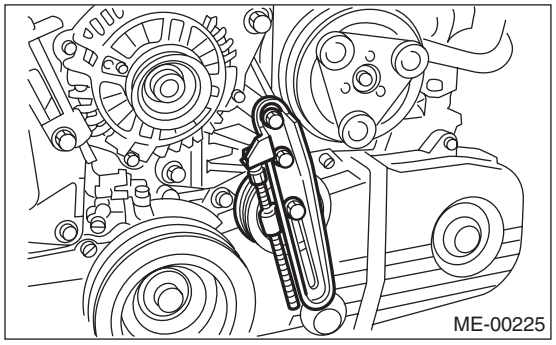


2. REAR SIDE BELT

1) Remove the front side belts. <Ref. to ME(H4SO)-41, FRONT SIDE BELT, REMOVAL, V-belt.>
2) Loosen the lock nut (A).
3) Loosen the slider bolt (B).



4) Remove the rear side belt.
5) Remove the belt tensioner.



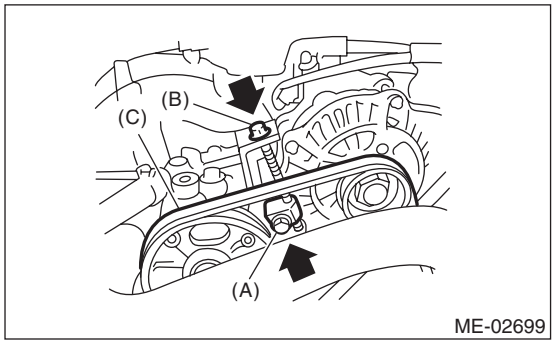
B: INSTALLATION

NOTE:
Wipe off any oil or water on the belt and pulley.

1. FRONT SIDE BELT

1) Install the front side belt (C), and tighten the slider bolt so as to obtain the specified belt tension. <Ref. to ME(H4SO)-42, INSPECTION, V-belt.>
2) Tighten the lock bolt (A).
3) Tighten the slider bolt (B).

Tightening torque:
Lock bolt (A)
25 N·m (2.5 kgf-m, 18.4 ft-lb)
Slider bolt (B)
8 N·m (0.8 kgf-m, 5.9 ft-lb)

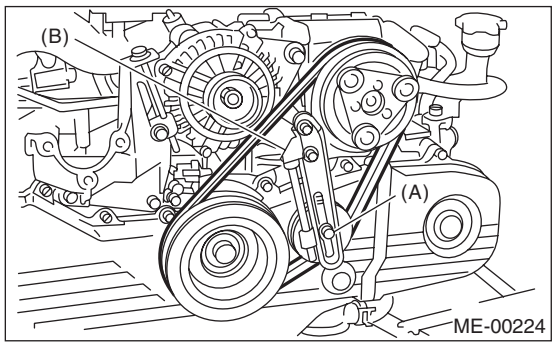


2. REAR SIDE BELT

1) Install the belt tensioner.
2) Install a rear side belt, and tighten the slider bolt (B) so as to obtain the specified belt tension. <Ref. to ME(H4SO)-42, INSPECTION, V-belt.>

3) Tighten the lock nut (A).

Tightening torque:
Lock nut (A)
23 N·m (2.3 kgf-m, 17.0 ft-lb)



4) Install the front side belt. <Ref. to ME(H4SO)-41, FRONT SIDE BELT, INSTALLATION, V-belt.>

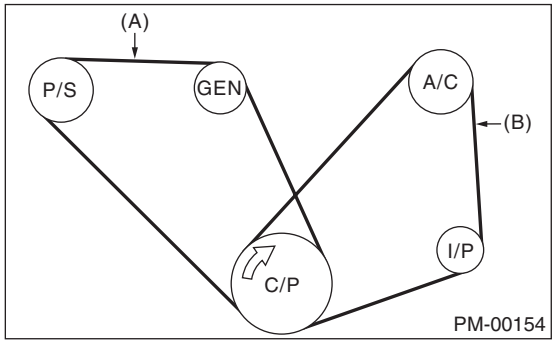
C: INSPECTION

1) Replace the belts, if crack, fraying or wear is found.
2) Remove the V-belt cover and reservoir tank. (with belt tension gauge)
3) Check the V-belt tension and adjust it if necessary by changing the generator installing position or idler pulley installing position.

Belt tension (with belt tension gauge):

(A)
When installing new parts
640 — 780 N (65 — 80 kgf, 144 — 175 lb)
At inspection
490 — 640 N (50 — 65 kgf, 110 — 144 lb)

(B)
When installing new parts
650 — 750 N (66 — 76 kgf, 146 — 169 lb)
At inspection
350 — 450 N (36 — 46 kgf, 78 — 101 lb)

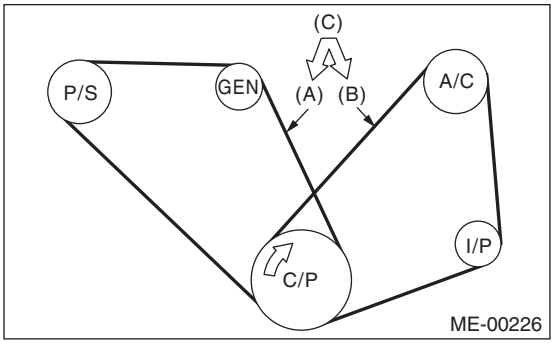


(A) Front side belt
(B) Rear side belt
C/P Crank pulley
GEN Generator
P/S Power steering oil pump pulley
A/C Air conditioning compressor pulley
I/P Idler pulley

Belt tension (without belt tension gauge):

(A)
When installing new parts
7 — 9 mm (0.276 — 0.354 in)
At inspection
9 — 11 mm (0.354 — 0.433 in)

(B)
When installing new parts
7.5 — 8.5 mm (0.295 — 0.335 in)
At inspection
9.0 — 10.0 mm (0.354 — 0.394 in)

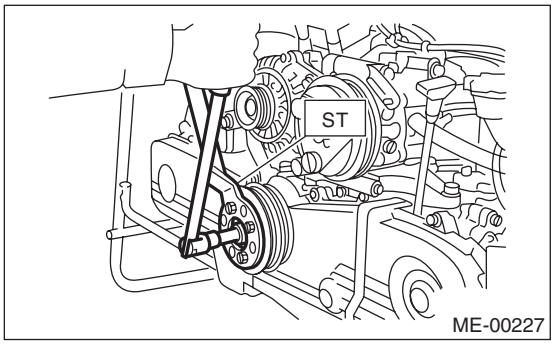


(A) Front side belt
(B) Rear side belt
(C) 98 N (10 kgf, 22 lbf)
C/P Crank pulley
GEN Generator
P/S Power steering oil pump pulley
A/C Air conditioning compressor pulley
I/P Idler pulley

13.Crank Pulley

A: REMOVAL

NOTE:
Perform the work with the engine installed to body when replacing a single part.
1) Remove the V-belts. <Ref. to ME(H4SO)-41, REMOVAL, V-belt.>
2) Remove the crank pulley bolt. To lock the crankshaft, use ST.
ST 499977100 CRANK PULLEY WRENCH

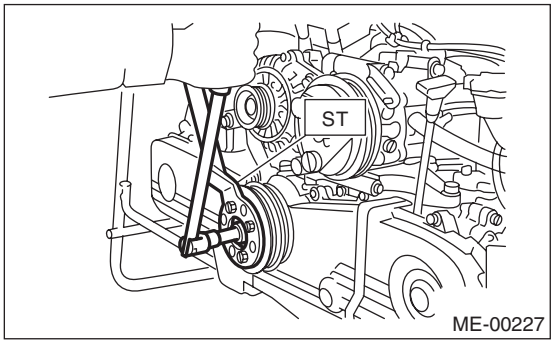


3) Remove the crank pulley.

B: INSTALLATION

1) Install the crank pulley.
2) Install the pulley bolt.
To lock the crankshaft, use ST.
ST 499977100 CRANK PULLEY WRENCH
(1) Clean the crankshaft thread using compressed air.
(2) Apply engine oil to the crank pulley bolt seat and thread.
(3) Tighten the bolts temporarily with tightening torque of 44 N·m (4.5 kgf-m, 32.5 ft-lb).
(4) Tighten the crank pulley bolts.

Tightening torque:
180 N·m (18.4 kgf-m, 132.8 ft-lb)



3) Check that the tightening angle of the clamp pulley bolt is a minimum of 65°. Perform the following procedure when less than 65°.

CAUTION:
If the tightening angle of crank pulley bolt is less than 65°, the bolt is damaged. In this case, the bolt must be replaced.
(1) Replace the crank pulley bolts and clean them.

Crank pulley bolt:
12369AA011
(2) Clean the crankshaft thread using compressed air.
(3) Apply engine oil to the crank pulley bolt seat and thread.
(4) Tighten the bolts temporarily with tightening torque of 44 N·m (4.5 kgf-m, 32.5 ft-lb).
(5) Tighten the crank pulley bolts 65 to 75°.

NOTE:
Conduct the tightening procedures by confirming the turning angle of crank pulley bolt referring to the gauge indicated on timing belt cover.
4) Install the V-belts. <Ref. to ME(H4SO)-41, INSTALLATION, V-belt.>

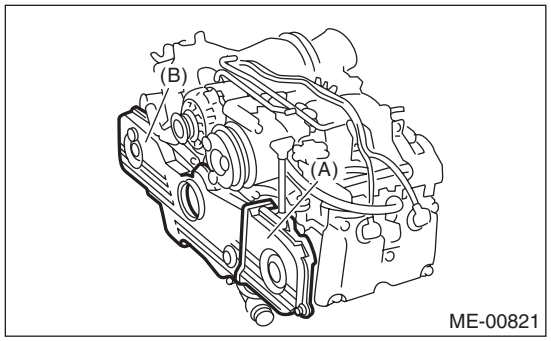
C: INSPECTION

1) Make sure the V-belt is not worn or otherwise damaged.
2) Check the tension of the belt. <Ref. to ME(H4SO)-42, INSPECTION, V-belt.>

14.Timing Belt Cover

A: REMOVAL

NOTE:
Perform the work with the engine installed to body when replacing a single part.
1) Remove the V-belts. <Ref. to ME(H4SO)-41, REMOVAL, V-belt.>
2) Remove the crank pulley. <Ref. to ME(H4SO)-43, REMOVAL, Crank Pulley.>
3) Remove the timing belt cover (LH).
4) Remove the front timing belt cover.



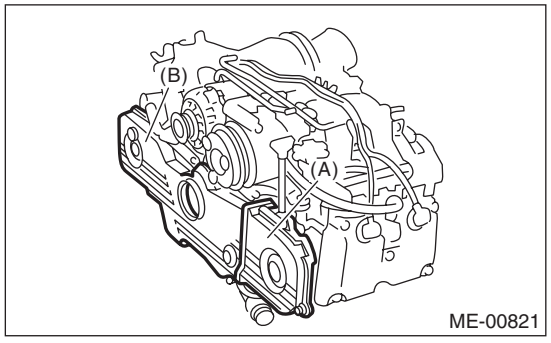
(A) Timing belt cover (LH)
(B) Front timing belt cover

B: INSTALLATION

1) Install the front timing belt cover.

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)
2) Install the timing belt cover (LH).

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)



(A) Timing belt cover (LH)
(B) Front timing belt cover

3) Install the crank pulley. <Ref. to ME(H4SO)-43, INSTALLATION, Crank Pulley.>
4) Install the V-belts. <Ref. to ME(H4SO)-41, INSTALLATION, V-belt.>

C: INSPECTION

Check the cover for damage.

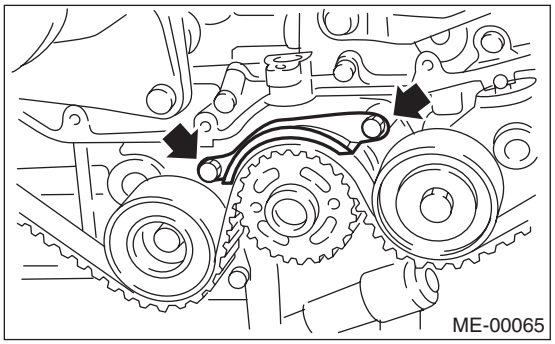
15.Timing Belt

A: REMOVAL

NOTE:
Perform the work with the engine installed to body when replacing a single part. For operation procedures, refer to “Timing Belt” in the PM section. <Ref. to PM-12, Timing Belt.>

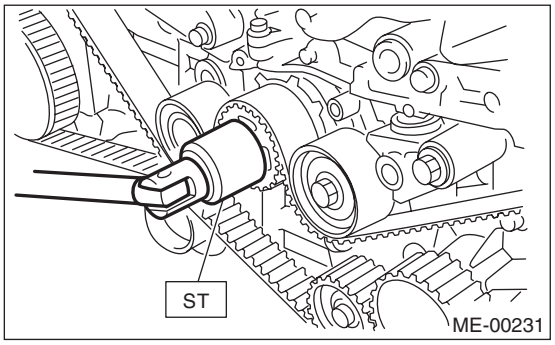
1. TIMING BELT

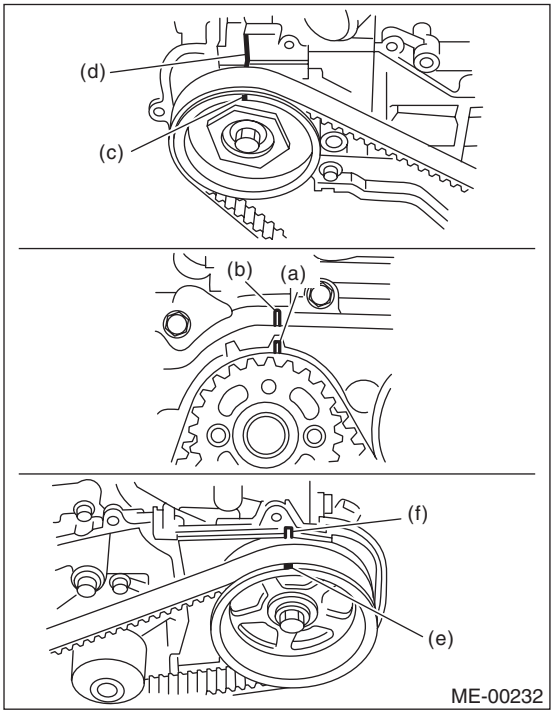
1) Remove the V-belts. <Ref. to ME(H4SO)-41, REMOVAL, V-belt.>
2) Remove the crank pulley. <Ref. to ME(H4SO)-43, REMOVAL, Crank Pulley.>
3) Remove the timing belt cover. <Ref. to ME(H4SO)-44, REMOVAL, Timing Belt Cover.>
4) Remove the timing belt guide. (MT model)



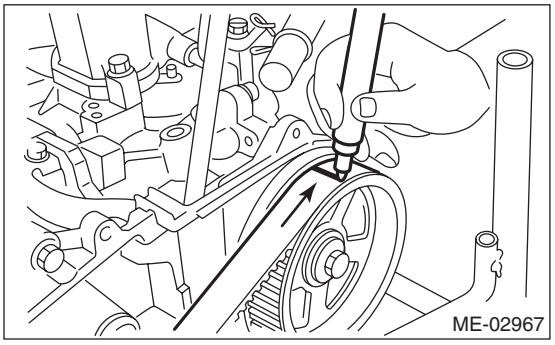
5) If the alignment mark or arrow mark (which indicates the direction of rotation) on timing belt fade away, put new marks before removing the timing belt as shown in procedures below.
(1) Use the ST to turn crankshaft. Align the mark (a) of sprocket to the cylinder block notch (b), and then ensure the right side cam sprocket mark (c), cam cap and cylinder head matching surface (d) or left side cam sprocket mark (e), timing belt cover notch (f) are properly adjusted.

ST 499987500 CRANKSHAFT SOCKET

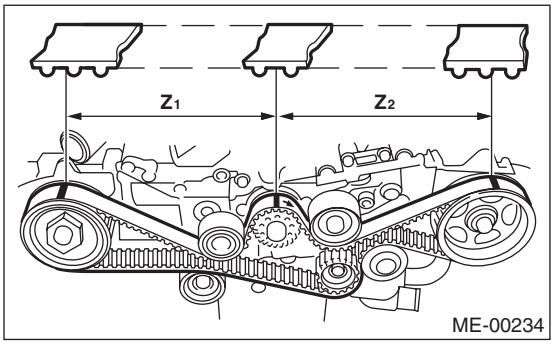




(2) Using white paint, put an alignment mark and an arrow mark on timing belts in relation to the crank sprocket and cam sprockets.

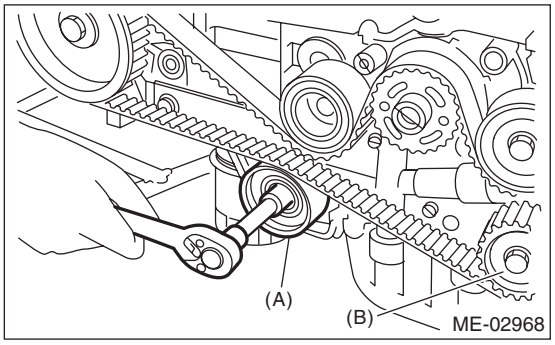


Z_1: 46.8 teeth
Z_2: 43.7 teeth

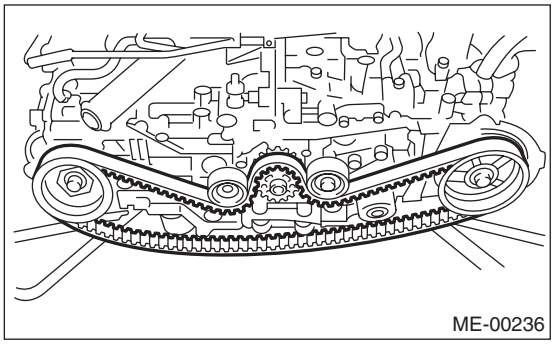


6) Remove the belt idler (A).

7) Remove the belt idler (B).

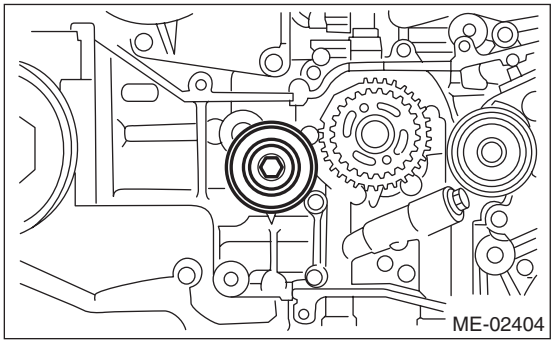


8) Remove the timing belt.

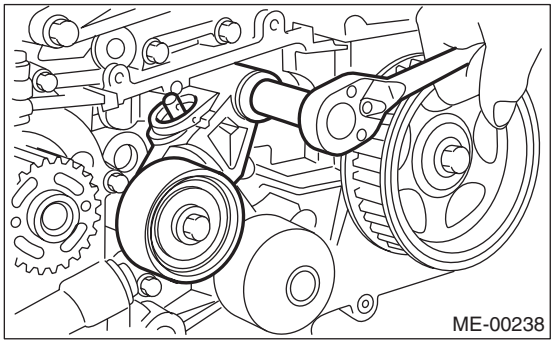


2. BELT IDLER AND AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY

1) Remove the belt idler (No. 1).



2) Remove the automatic belt tension adjuster assembly.



B: INSTALLATION

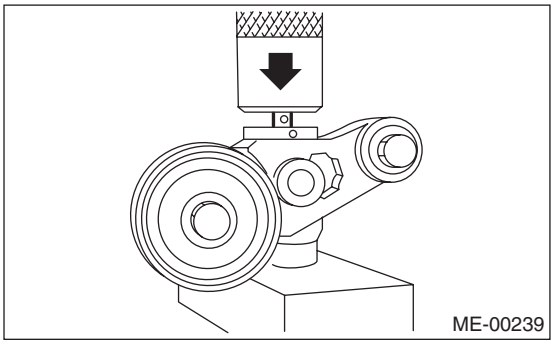
1. AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY AND BELT IDLER

1) Preparation for installation of automatic belt tension adjuster assembly

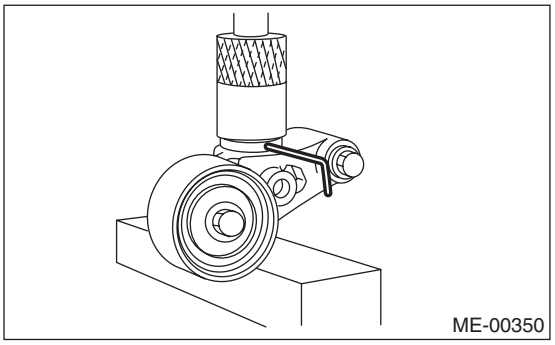
CAUTION:
• Always use a vertical type pressing tool to move the adjuster rod down.
• Do not use a lateral type vise.
• Push the adjuster rod vertically.
• Press-in the push adjuster rod gradually taking more than three minutes.
• Do not allow press pressure to exceed 9,807 N (1,000 kgf, 2,205 lb).
• Push in the adjuster rod to the end face of the cylinder. However, do not push in the adjuster rod below the end face of the cylinder. Doing so may damage the cylinder.
• Do not release the press pressure until stopper pin is completely inserted.

(1) Attach the automatic belt tension adjuster assembly to vertical pressing tool.

(2) Slowly move the adjuster rod down with a pressure of 165 N (16.8 kgf, 37.1 lb) or more until the adjuster rod is aligned with the stopper pin hole in the cylinder.

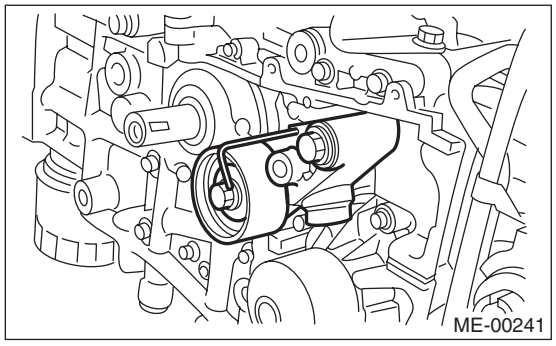


(3) With a 2 mm (0.08 in) dia. stopper pin or a 2 mm (0.08 in) (nominal) dia. hex wrench inserted into the stopper pin hole in cylinder, secure the adjuster rod.



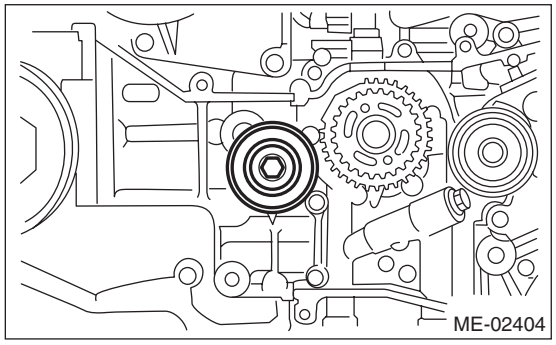
2) Install the automatic belt tension adjuster assembly.

Tightening torque:
39 N·m (4.0 kgf-m, 28.8 ft-lb)



3) Install the belt idler (No. 1).

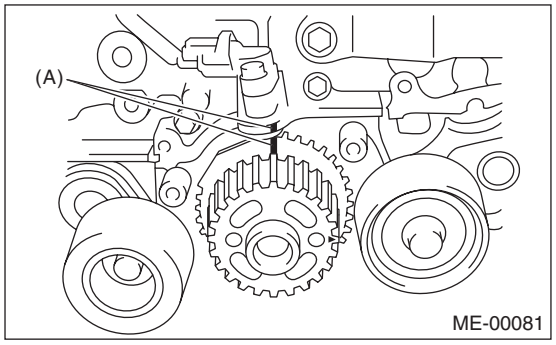
Tightening torque:
39 N·m (4.0 kgf-m, 28.8 ft-lb)



2. TIMING BELT

1) Prepare for installation of the automatic belt tension adjuster assembly. <Ref. to ME(H4SO)-46, AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY AND BELT IDLER, INSTALLATION, Timing Belt.>

2) Align the mark (A) on crank sprocket with the mark on oil pump cover at cylinder block.

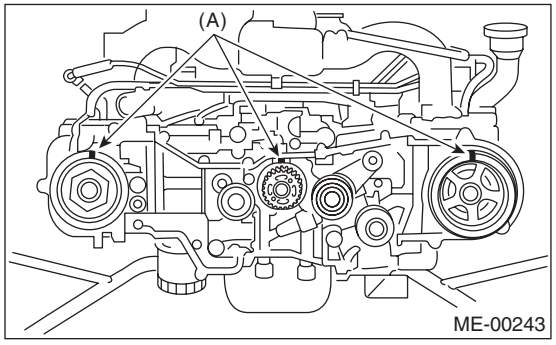


3) Turn the camshaft sprocket No. 2 using ST1, and turn the camshaft sprocket No. 1 using ST2 so that their alignment marks (A) come to top positions.

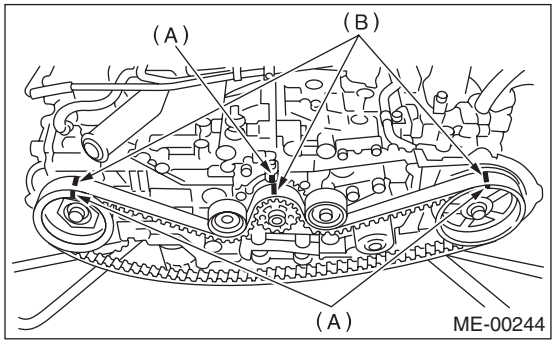
ST1 18231AA010 CAM SPROCKET WRENCH

NOTE:
CAM SPROCKET WRENCH (499207100) can also be used.

ST2 499207400 CAM SPROCKET WRENCH



4) While aligning the alignment mark (B) on timing belt with the mark (A) on sprockets, position the timing belt properly.

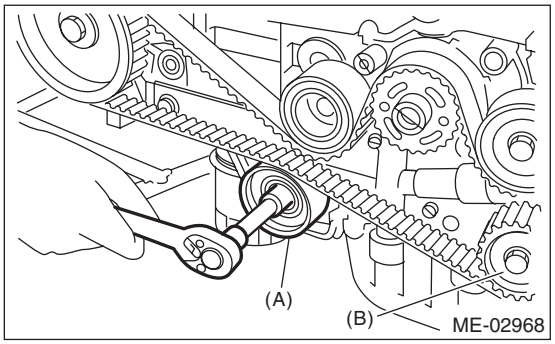


5) Install the belt idler (B).

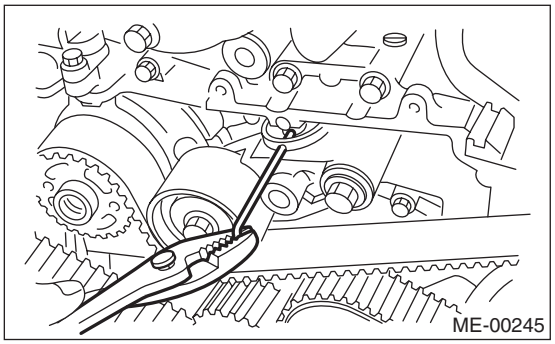
Tightening torque:
39 N·m (4.0 kgf-m, 28.8 ft-lb)

6) Install the belt idler (A).

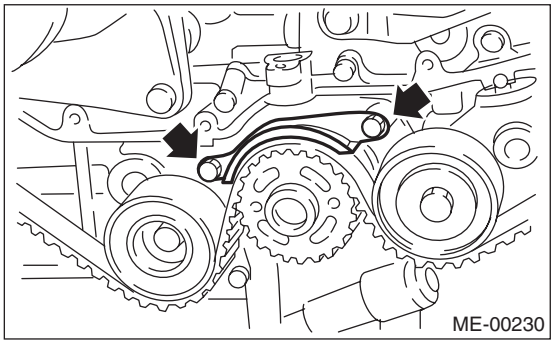
Tightening torque:
39 N·m (4.0 kgf-m, 28.8 ft-lb)



7) After ensuring the marks on timing belt and camshaft sprockets are aligned, remove the stopper pin from belt tension adjuster.

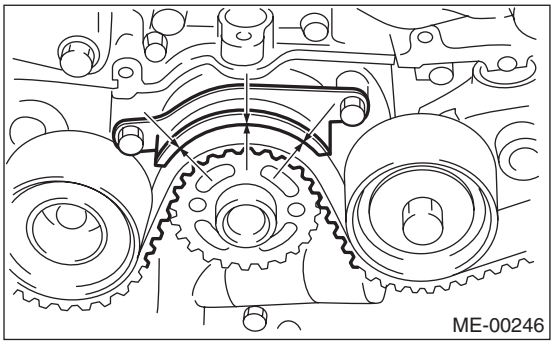


8) Install the timing belt guide. (MT model)
(1) Temporarily tighten the bolts mounting the timing belt guide.



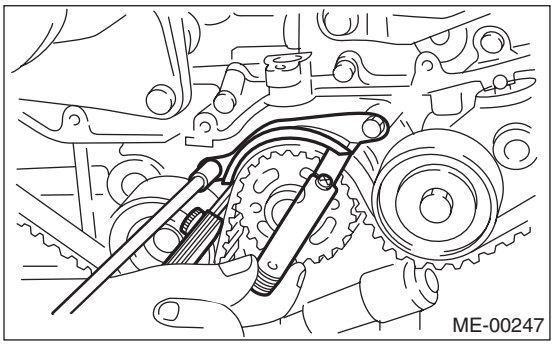
(2) Check and adjust the clearance between timing belt and timing belt guide by using thickness gauge.

Clearance:
1.0±0.5 mm (0.039±0.020 in)



(3) Tighten the bolts mounting the timing belt guide.

Tightening torque:
10 N·m (1.0 kgf-m, 7.2 ft-lb)



9) Install the timing belt cover.
<Ref. to ME(H4SO)-44, INSTALLATION, Timing Belt Cover.>
10) Install the crank pulley. <Ref. to ME(H4SO)-43, INSTALLATION, Crank Pulley.>
11) Install the V-belts. <Ref. to ME(H4SO)-41, INSTALLATION, V-belt.>

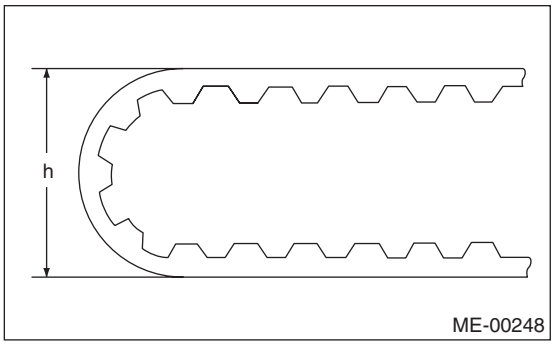
C: INSPECTION

1. TIMING BELT

1) Check the timing belt teeth for breaks, cracks or wear. If any fault is found, replace the timing belt.
2) Check the condition on the back surface of the timing belt. If cracks are found, replace the timing belt.

CAUTION:
• Be careful not to let oil, grease or coolant contact the timing belt. Remove quickly and thoroughly if this happens.
• Do not bend the timing belt sharply.

In radial diameter h:
60 mm (2.36 in) or more



2. AUTOMATIC BELT TENSION ADJUSTER

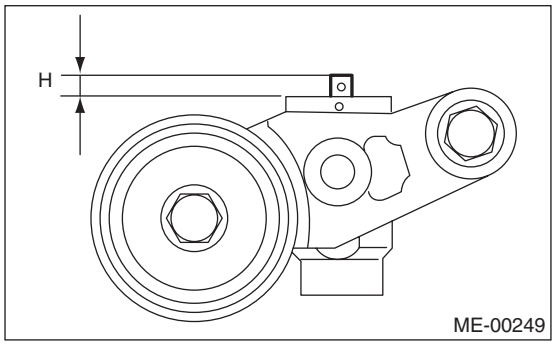
1) Visually check the oil seals for leaks, and rod ends for abnormal wear and scratches. If necessary, replace the automatic belt tension adjuster assembly.

NOTE:
Slight traces of oil at rod's oil seal does not indicate a problem.
2) Check that the adjuster rod does not move when a pressure of 165 N (16.8 kgf, 37.1 lb) is applied to it. This is to check the adjuster rod stiffness.
3) If the adjuster rod is not stiff and moves freely when applying a pressure of 165 N (16.8 kgf, 37.1 lb), check it using the following procedures:

(1) Slowly press the adjuster rod down to the end surface of cylinder. Repeat this operation two to three times.
(2) With the adjuster rod moved all the way up, apply a pressure of 165 N (16.8 kgf, 37.1 lb) to it. Check the adjuster rod stiffness.
(3) If the adjuster rod is not stiff enough and moves down, replace the automatic belt tension adjuster assembly with a new part.

CAUTION:
• Always use a vertical type pressing tool to move the adjuster rod down.
• Do not use a lateral type vise.
• Push the adjuster rod vertically.
• Press the adjuster rod gradually taking more than three minutes.
• Do not allow press pressure to exceed 9,807 N (1,000 kgf, 2,205 lb).
• Press the adjuster rod to the end surface of the cylinder. However, do not push in the adjuster rod below the end face of the cylinder. Doing so may damage the cylinder.
4) Measure the amount of rod protrusion "H" from the end surface of the body. If it is not within specified range, replace with new part.

Amount of rod protrusion H:
5.2 — 6.2 mm (0.204 — 0.244 in)



3. BELT TENSION PULLEY

1) Check the mating surfaces of timing belt and contact point of adjuster rod for abnormal wear or scratches. Replace the automatic belt tension adjuster assembly if faulty.
2) Check the belt tension pulley for smooth rotation. Replace if noise or excessive play occurs.
3) Check the belt tension pulley for grease leakage.

4. BELT IDLER

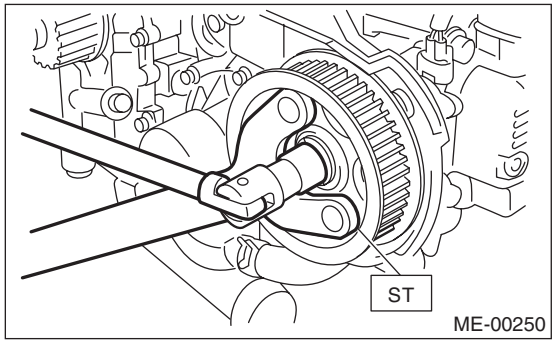
1) Check the belt idler for smooth rotation. Replace if noise or excessive play occurs.
2) Check the outer contacting surfaces of idler pulley for abnormal wear and scratches.
3) Check the belt idler for grease leakage.

16.Cam Sprocket

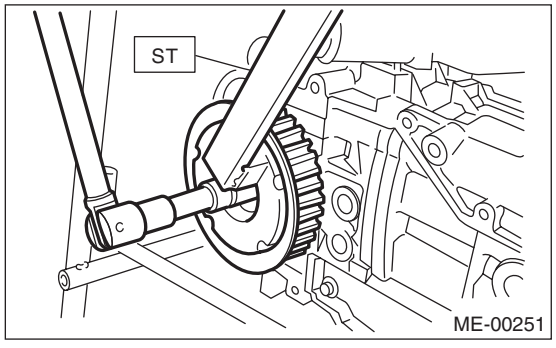
A: REMOVAL

NOTE:
Perform the work with the engine installed to body when replacing a single part.
1) Remove the V-belts. <Ref. to ME(H4SO)-41, REMOVAL, V-belt.>
2) Remove the crank pulley. <Ref. to ME(H4SO)-43, REMOVAL, Crank Pulley.>
3) Remove the timing belt cover. <Ref. to ME(H4SO)-44, REMOVAL, Timing Belt Cover.>
4) Remove the timing belt. <Ref. to ME(H4SO)-45, REMOVAL, Timing Belt.>
5) Remove the camshaft position sensor. <Ref. to FU(H4SO)-25, REMOVAL, Camshaft Position Sensor.>
6) Fasten the cam sprocket No. 2 and remove from the cam shaft using ST.
ST 18231AA010 CAM SPROCKET WRENCH

NOTE:
CAM SPROCKET WRENCH (499207100) can also be used.



7) Using ST, fasten the cam sprocket No. 1 and remove from the cam shaft.
ST 499207400 CAM SPROCKET WRENCH

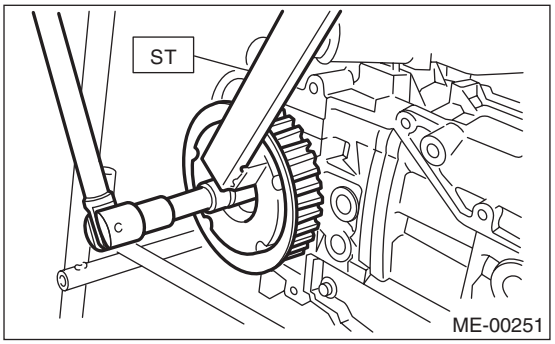


B: INSTALLATION

1) Fasten the cam sprocket No. 1 and install to the cam shaft using ST.

NOTE:
Do not confuse left and right side cam sprockets during installation. Identify by L or R markings.
ST 499207400 CAM SPROCKET WRENCH

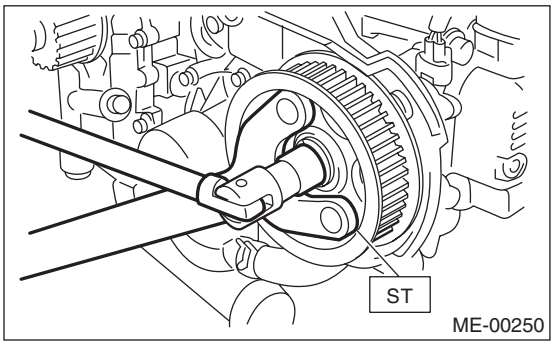
Tightening torque:
78 N·m (8.0 kgf-m, 57.5 ft-lb)



2) Using ST, fasten the cam sprocket No. 2 and install to the cam shaft.
ST 18231AA010 CAM SPROCKET WRENCH

NOTE:
CAM SPROCKET WRENCH (499207100) can also be used.

Tightening torque:
78 N·m (8.0 kgf-m, 57.5 ft-lb)



3) Install the camshaft position sensor. <Ref. to FU(H4SO)-25, INSTALLATION, Camshaft Position Sensor.>
4) Install the timing belt. <Ref. to ME(H4SO)-46, INSTALLATION, Timing Belt.>
5) Install the timing belt cover.
<Ref. to ME(H4SO)-44, INSTALLATION, Timing Belt Cover.>
6) Install the crank pulley. <Ref. to ME(H4SO)-43, INSTALLATION, Crank Pulley.>
7) Install the V-belts. <Ref. to ME(H4SO)-41, INSTALLATION, V-belt.>

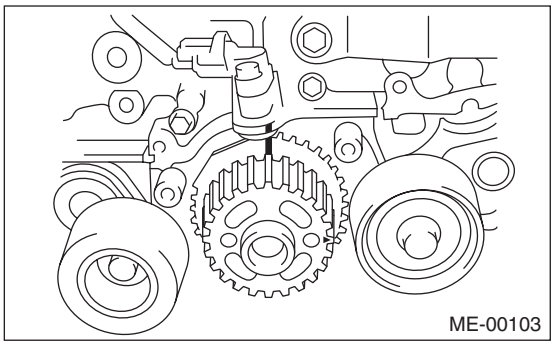
C: INSPECTION

1) Check the cam sprocket teeth for abnormal wear and scratches.
2) Make sure there is no free play between cam sprocket and key.
3) Check the cam sprocket protrusion used for sensor for damage and contamination of foreign matter.

17.Crank Sprocket

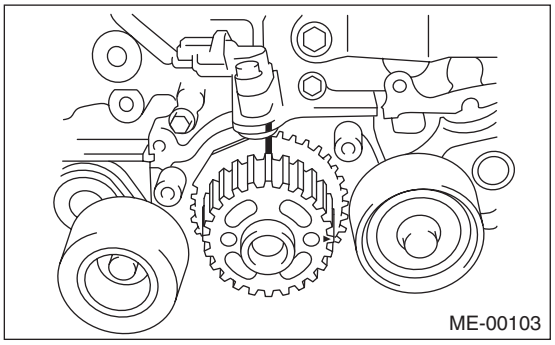
A: REMOVAL

NOTE:
Perform the work with the engine installed to body when replacing a single part.
1) Remove the V-belts. <Ref. to ME(H4SO)-41, REMOVAL, V-belt.>
2) Remove the crank pulley. <Ref. to ME(H4SO)-43, REMOVAL, Crank Pulley.>
3) Remove the timing belt cover. <Ref. to ME(H4SO)-44, REMOVAL, Timing Belt Cover.>
4) Remove the timing belt. <Ref. to ME(H4SO)-45, REMOVAL, Timing Belt.>
5) Remove the crank sprocket.


ME-00103

B: INSTALLATION

1) Install the crank sprocket.


ME-00103

2) Install the timing belt. <Ref. to ME(H4SO)-46, INSTALLATION, Timing Belt.>
3) Install the timing belt cover.
<Ref. to ME(H4SO)-44, INSTALLATION, Timing Belt Cover.>
4) Install the crank pulley. <Ref. to ME(H4SO)-43, INSTALLATION, Crank Pulley.>
5) Install the V-belts. <Ref. to ME(H4SO)-41, INSTALLATION, V-belt.>

C: INSPECTION

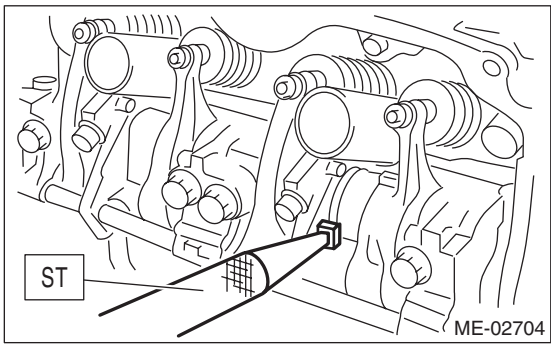
1) Check the crank sprocket teeth for abnormal wear and scratches.
2) Make sure there is no free play between crank sprocket and key.
3) Check the crank sprocket protrusion used for sensor for damage and contamination of foreign matter.

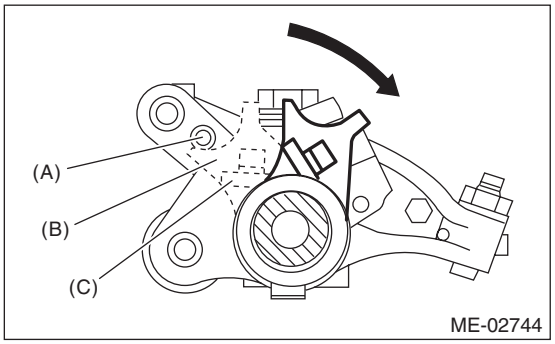
18.Valve Rocker Assembly

A: REMOVAL

NOTE:
Perform the work with the engine installed to body when replacing a single part. Refer to “Valve Clearance” for preparation. <Ref. to ME(H4SO)-30, Valve Clearance.>
1) Remove the V-belts. <Ref. to ME(H4SO)-41, REMOVAL, V-belt.>
2) Remove the crank pulley. <Ref. to ME(H4SO)-43, REMOVAL, Crank Pulley.>
3) Remove the timing belt cover. <Ref. to ME(H4SO)-44, REMOVAL, Timing Belt Cover.>
4) Remove the timing belt. <Ref. to ME(H4SO)-45, REMOVAL, Timing Belt.>
5) Remove the cam sprocket. <Ref. to ME(H4SO)-50, REMOVAL, Cam Sprocket.>
6) Remove the high tension cord.
7) Disconnect the PCV hose and remove the rocker cover.
8) Remove the valve rocker assembly.
(1) Use the ST to rotate the spring stopper in the direction of the arrow to remove it from adjuster pin.

ST 18258AA000 SPRING INSTALLER

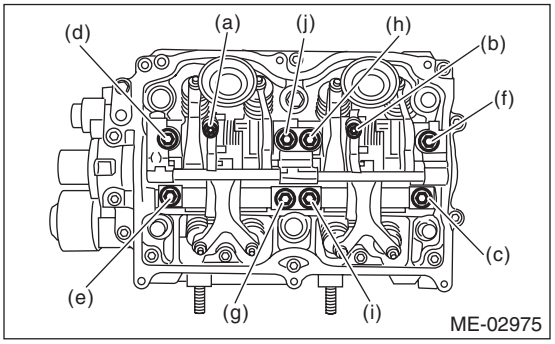




(A) Adjuster pin
(B) Spring stopper
(C) Spring

(2) Remove the bolts (a) through (j) in alphabetical sequence.

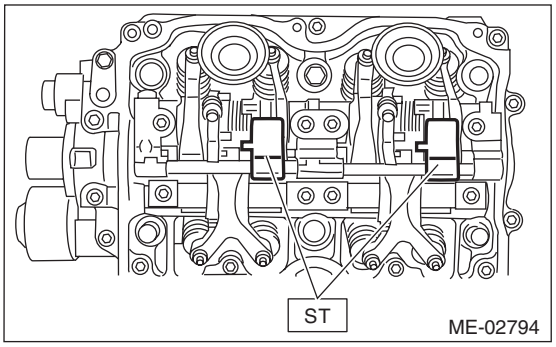
NOTE:
Leave two or three threads of bolts (i) and (j) engaged in order to retain the valve rocker assembly.



(3) Remove the valve rocker assembly.

NOTE:
Set the ST in the position shown in the drawing to remove the intake valve rocker assembly.

ST 18354AA000 VALVE ROCKER HOLDER

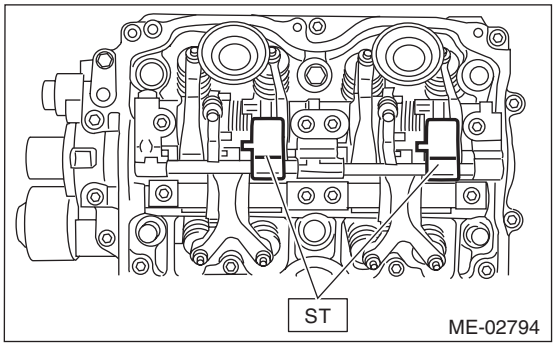


B: INSTALLATION

1) Install the valve rocker assembly.
(1) Temporarily tighten the bolts equally in alphabetical order as shown in the figure.

NOTE:
- Do not temporarily tighten the bolts (i) and (j).
- Set the ST in the position shown in the drawing to mount the intake valve rocker assembly.

ST 18354AA000 VALVE ROCKER HOLDER

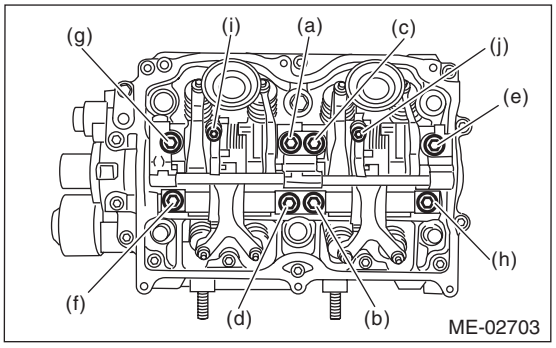


(2) Tighten the bolts (a) through (h) to specified torque.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

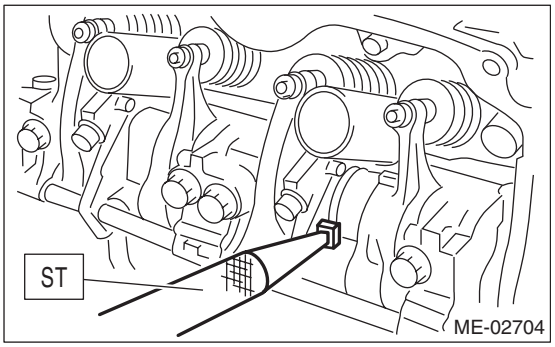
(3) Tighten the bolts (i) through (j) to specified torque.

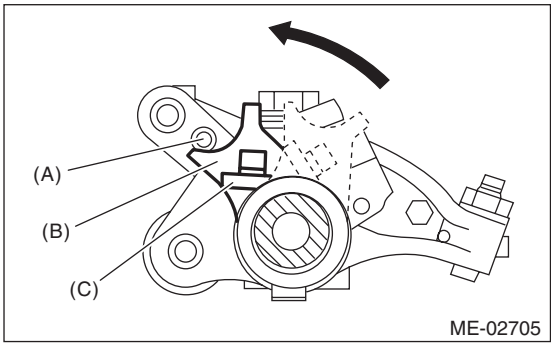
Tightening torque:
6 N·m (0.6 kgf-m, 4.3 ft-lb)



(4) Use the ST to rotate the spring stopper in the direction of the arrow to fasten the adjuster pin.

ST 18258AA000 SPRING INSTALLER





(A) Adjuster pin
(B) Spring stopper
(C) Spring

2) Install the cam sprocket. <Ref. to ME(H4SO)-50, INSTALLATION, Cam Sprocket.>
3) Install the timing belt. <Ref. to ME(H4SO)-46, INSTALLATION, Timing Belt.>
4) Adjust the valve clearance. <Ref. to ME(H4SO)-31, ADJUSTMENT, Valve Clearance.>

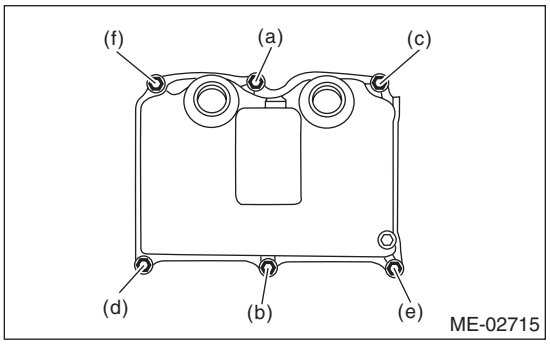
5) Install the rocker cover.
(1) Install the rocker cover gasket to the rocker cover.

NOTE:
Use a new rocker cover gasket.

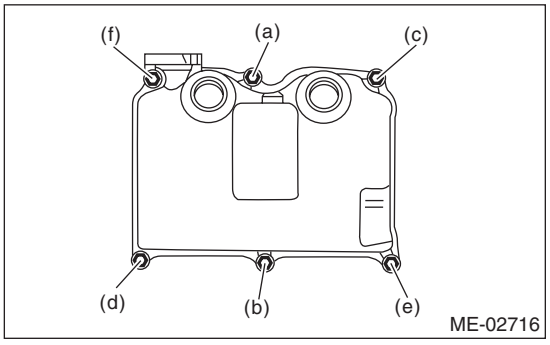
(2) Tighten the bolts in two stages in alphabetical sequence as shown in figure.

Tightening torque:
First time
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)
Second time (tighten only (a) and (b))
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

RH side



LH side



(3) Connect the PCV valve.

6) Connect the high tension cord.
7) Install the timing belt cover. <Ref. to ME(H4SO)-44, INSTALLATION, Timing Belt Cover.>
8) Install the crank pulley. <Ref. to ME(H4SO)-43, INSTALLATION, Crank Pulley.>
9) Install the V-belts. <Ref. to ME(H4SO)-41, INSTALLATION, V-belt.>

C: DISASSEMBLY

NOTE:
Intake valve rocker assembly cannot be disassembled.

1) Remove the exhaust valve rocker arm from the rocker shaft.

NOTE:
Keep all the removed parts in order for re-installing in their original positions.

2) Remove the nut and adjusting screw from exhaust valve rocker.

D: ASSEMBLY

NOTE:
Intake valve rocker assembly cannot be disassembled.

1) Install the adjusting screw and nut to the exhaust valve rocker.
2) Insert the exhaust valve rocker arm to rocker shaft.

NOTE:
Valve rocker arms, and rocker shaft have identification marks. Make sure that the parts with same markings are properly assembled.

E: INSPECTION

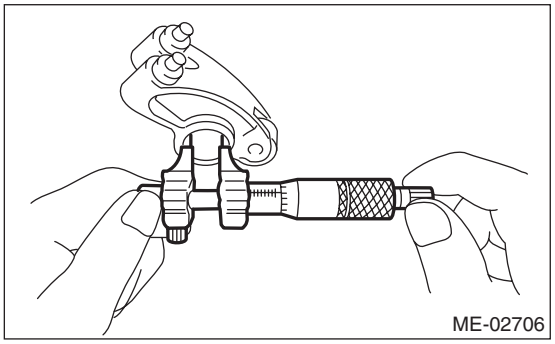
1. INTAKE VALVE ROCKER ASSEMBLY

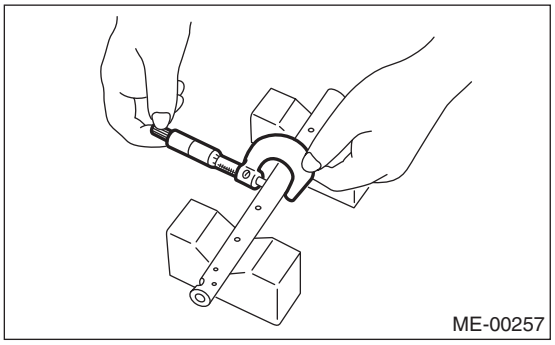
1) If the roller or valve contact surface of valve rocker arm is worn or dented excessively, replace the valve rocker assembly.
2) Check that the valve rocker arm roller rotates smoothly. If not, replace the valve rocker assembly.

2. EXHAUST VALVE ROCKER ASSEMBLY

1) Measure the inner diameter of valve rocker arm and outer diameter of valve rocker shaft, and confirm the difference (oil clearance) between the two values.

Clearance between arm and shaft:
Standard:
0.020 — 0.054 mm (0.0008 — 0.0021 in)
Service limit:
0.10 mm (0.0039 in)


ME-02706


ME-00257

2) If the oil clearance exceeds the limit, replace the valve rocker arm or shaft, whichever shows greater amount of wear.

Rocker arm inside diameter:
22.020 — 22.041 mm (0.8669 — 0.8678 in)

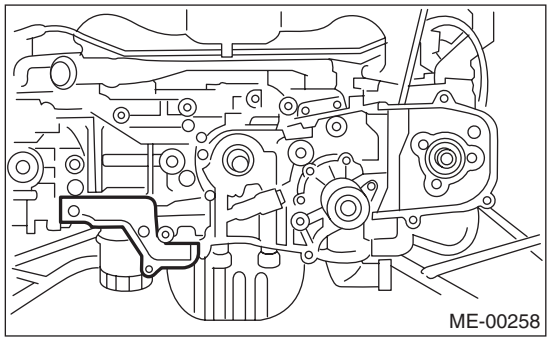
Rocker shaft diameter:
21.987 — 22.000 mm (0.8656 — 0.8661 in)
3) If the roller or valve contact surface of valve rocker arm is worn or dented excessively, replace the valve rocker arm.
4) Check that the valve rocker arm roller rotates smoothly. If not, replace the valve rocker arm.

19.Camshaft

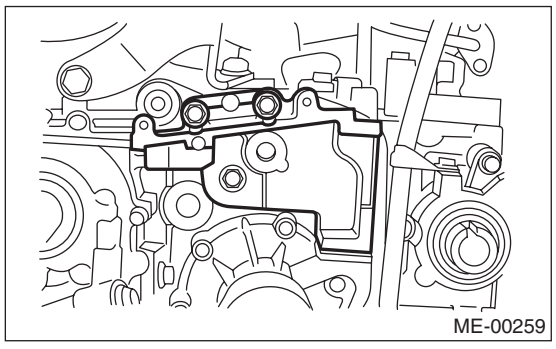
A: REMOVAL

NOTE:
Perform the work with the engine installed to body when replacing a single part. Refer to “Valve Clearance” for preparation. <Ref. to ME(H4SO)-30, Valve Clearance.>
1) Remove the V-belts. <Ref. to ME(H4SO)-41, REMOVAL, V-belt.>
2) Remove the crank pulley. <Ref. to ME(H4SO)-43, REMOVAL, Crank Pulley.>
3) Remove the timing belt cover. <Ref. to ME(H4SO)-44, REMOVAL, Timing Belt Cover.>
4) Remove the timing belt. <Ref. to ME(H4SO)-45, REMOVAL, Timing Belt.>
5) Remove the cam sprocket. <Ref. to ME(H4SO)-50, REMOVAL, Cam Sprocket.>
6) Remove the timing belt cover No. 2 (LH).
7) Remove the timing belt cover No. 2 (RH).

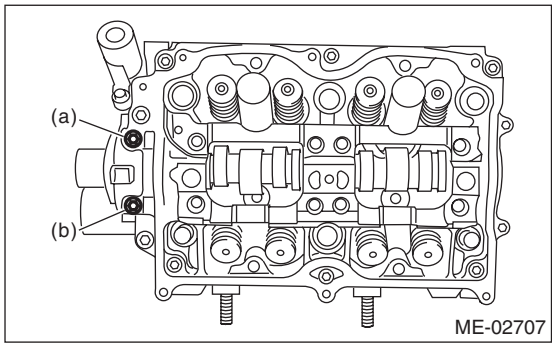
NOTE:
Do not damage or lose the seal rubber when removing the timing belt covers.


ME-00258

8) Remove the tensioner bracket.

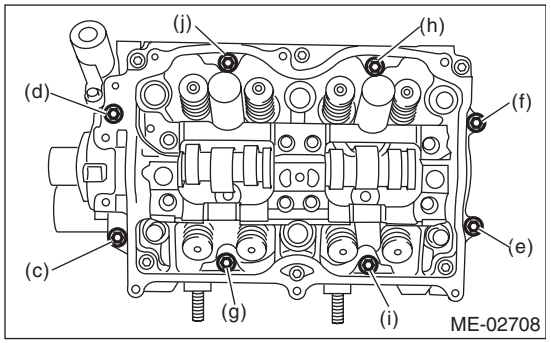

ME-00259

9) Remove the camshaft position sensor support. (LH side only)
10) Remove the valve rocker assembly. <Ref. to ME(H4SO)-53, REMOVAL, Valve Rocker Assembly.>
11) Remove the camshaft cap.
(1) Remove the bolts (a) and (b) in alphabetical sequence.



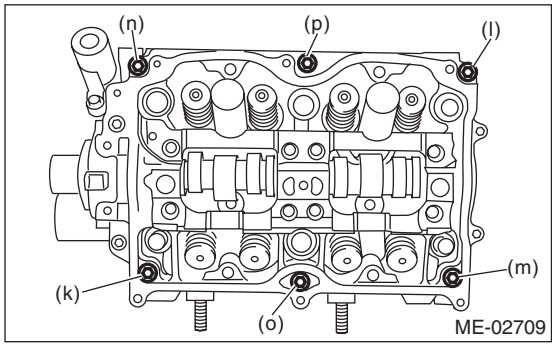
ME-02707

(2) Equally loosen the bolts (c) through (j) all the way in alphabetical sequence.



ME-02708

(3) Remove the bolts (k) through (p) in alphabetical sequence using ST.
ST 499497000 TORX® PLUS



ME-02709

(4) Remove the camshaft cap.
12) Remove the camshaft.
13) Remove the oil seal.
14) Remove the plug from rear side of camshaft.

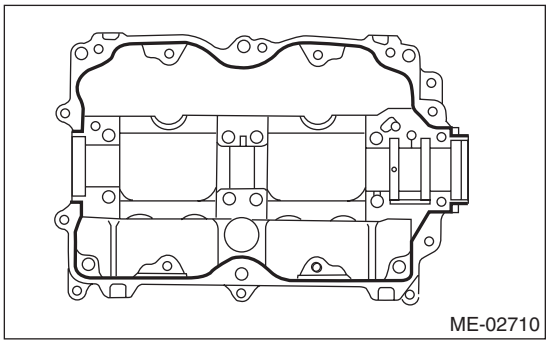
CAUTION:
Do not scratch the journal surface when removing the oil seal.
15) Similarly, remove the camshafts (RH) and related parts.

B: INSTALLATION

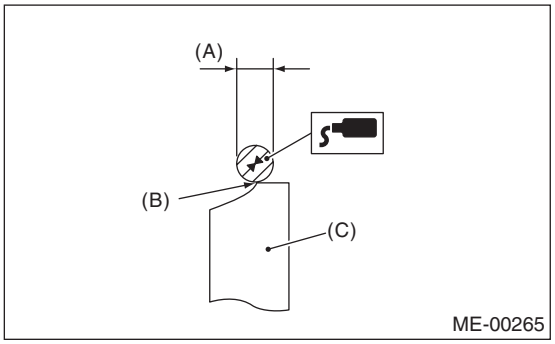
1) Apply a thin coat of engine oil to camshaft journals, and install the camshaft.
2) Install the camshaft cap.
(1) Apply liquid gasket to the mating surfaces of camshaft cap.

NOTE:
Install within 5 min. after applying liquid gasket.

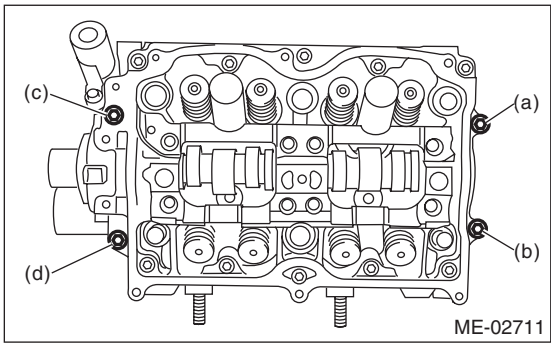
Liquid gasket:
THREE BOND 1217G (Part No. K0877Y0100) or equivalent



NOTE:
Apply a coat of liquid gasket of 3 mm (0.12 in) in diameter (A) along the edge (B) of camshaft cap (C) mating surface.



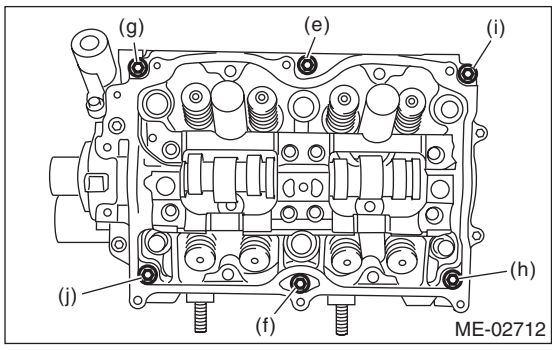
(2) Temporarily tighten the bolts (a) through (d) in alphabetical sequence.



(3) Install the valve rocker assembly.
<Ref. to ME(H4SO)-54, INSTALLATION, Valve Rocker Assembly.>

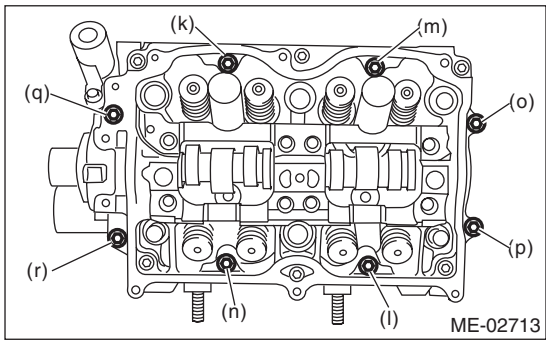
(4) Tighten the TORX® bolts (e) through (j) in alphabetical sequence using ST.
ST 499497000 TORX® PLUS

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



(5) Tighten the bolts (k) through (r) in alphabetical sequence.

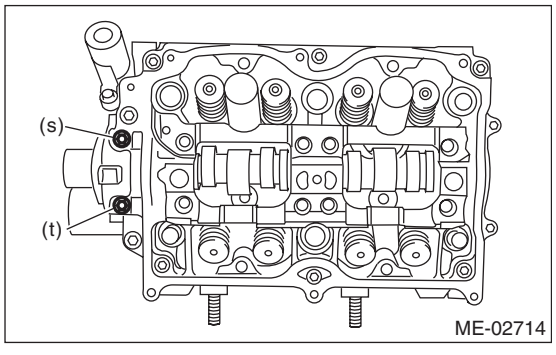
Tightening torque:
9.75 N·m (1.0 kgf-m, 7.2 ft-lb)



(6) Tighten the bolts (s) and (t) in alphabetical sequence.

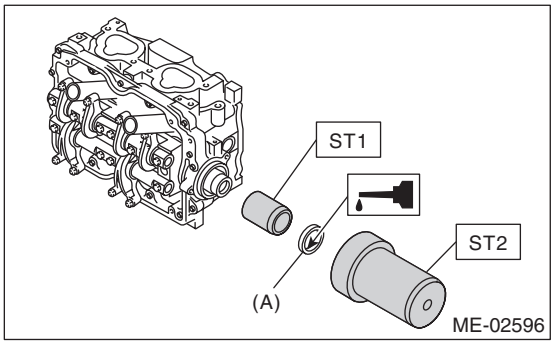
NOTE:
- Use new seal washer.
- Install and tighten the seal washer to the bolt.

Tightening torque:
9.75 N·m (1.0 kgf-m, 7.2 ft-lb)

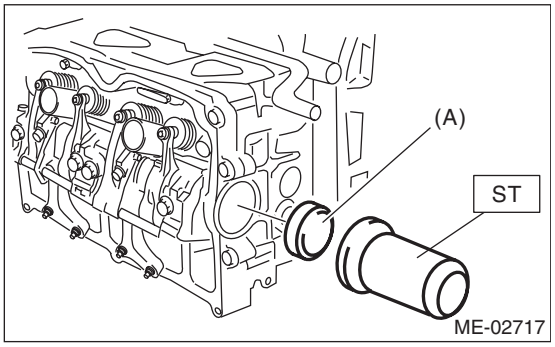


3) Apply a coat of engine oil to camshaft oil seal periphery and oil seal lips and install the oil seal (A) on camshaft using ST1 and ST2.

NOTE:
Use a new oil seal.
ST1 499597000 OIL SEAL GUIDE
ST2 499587500 OIL SEAL INSTALLER



4) Apply a coat of engine oil to plug periphery and install the plug (A) using ST.
ST 499587700 CAMSHAFT OIL SEAL INSTALLER

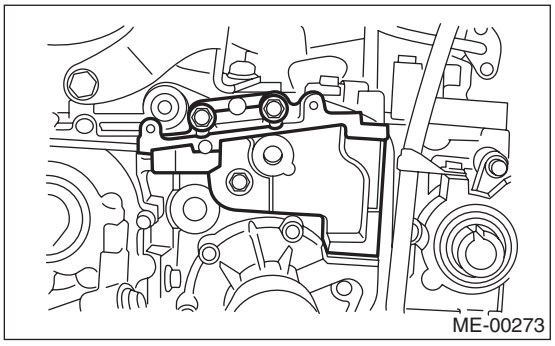


5) Install the camshaft position sensor support. (LH side only)

Tightening torque:
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

6) Similarly, install the parts on right-hand side.
7) Install the tensioner bracket.

Tightening torque:
24.5 N·m (2.5 kgf-m, 18.1 ft-lb)

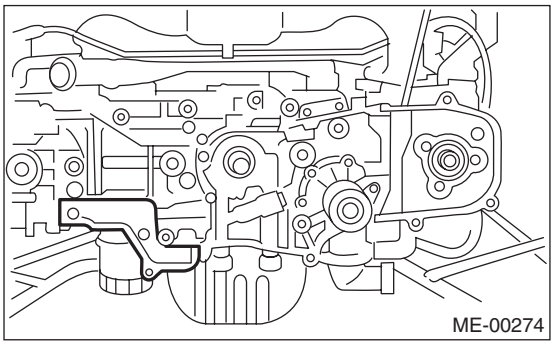


8) Install the timing belt cover No. 2 (RH).

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)

9) Install the timing belt cover No. 2 (LH).

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)



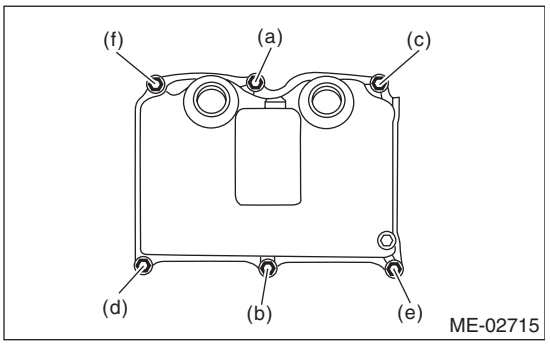
10) Install the cam sprocket. <Ref. to ME(H4SO)-50, INSTALLATION, Cam Sprocket.>
11) Install the timing belt. <Ref. to ME(H4SO)-46, INSTALLATION, Timing Belt.>
12) Adjust the valve clearance. <Ref. to ME(H4SO)-31, ADJUSTMENT, Valve Clearance.>
13) Install the rocker cover.
(1) Install the rocker cover gasket to the rocker cover.

NOTE:
Use a new rocker cover gasket.

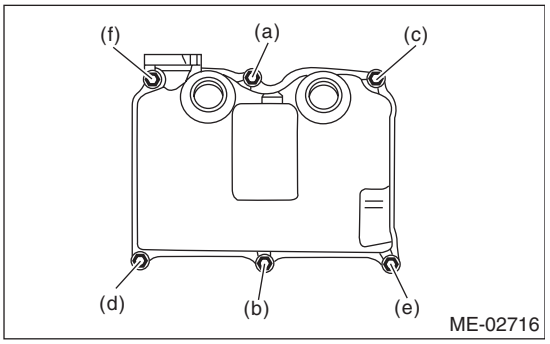
(2) Tighten the bolts in two stages in alphabetical sequence as shown in figure.

Tightening torque:
First time
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)
Second time (tighten only (a) and (b))
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

RH side



LH side



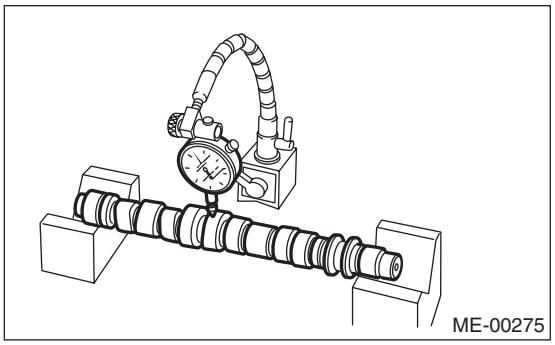
(3) Connect the PCV hose.
14) Install the timing belt cover. <Ref. to ME(H4SO)-44, INSTALLATION, Timing Belt Cover.>
15) Install the crank pulley. <Ref. to ME(H4SO)-43, INSTALLATION, Crank Pulley.>
16) Install the V-belts. <Ref. to ME(H4SO)-41, INSTALLATION, V-belt.>

C: INSPECTION

1. CAMSHAFT

1) Measure the bend, and repair or replace if necessary.

Service limit:
0.025 mm (0.00098 in)



2) Check the journal for damage and wear. Replace if faulty.
3) Measure the outer diameter of camshaft journal and inner diameter of cylinder head journal, and confirm the difference (oil clearance) between the two values. If the oil clearance exceeds standard, replace the camshaft or cylinder head as necessary.

		Unit: mm (in)
Oil clearance	Standard	0.055 — 0.090 (0.0022 — 0.0035)
	Limit	0.10 (0.0039)
Camshaft journal O.D.		31.928 — 31.945 (1.2570 — 1.2577)
Journal hole I.D.		32.000 — 32.018 (1.2598 — 1.2605)

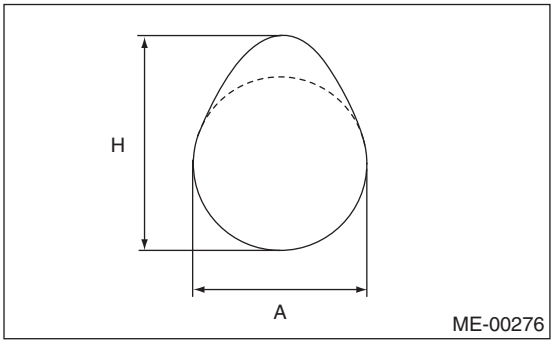
4) Check the cam face condition, and remove the minor faults by grinding with oil stone. Measure the cam height H. If it exceeds the limit or there is uneven wear, replace the part.

Cam height H:

Part			Unit: mm (in)
Intake	Constant	Standard	40.075 — 40.175 (1.5778 — 1.5817)
		Limit	39.975 (1.5738)
	Low speed (U5 model)	Standard	35.496 — 35.596 (1.3975 — 1.4014)
		Service limit	35.396 (1.3935)
	Low speed (U6 model)	Standard	35.182 — 35.282 (1.3851 — 1.3891)
		Limit	35.082 (1.3812)
	High speed	Standard	40.315 — 40.415 (1.5872 — 1.5911)
		Limit	40.215 (1.5833)
Exhaust	U5 model	Standard	39.289 — 39.389 (1.5468 — 1.5507)
		Service limit	39.189 (1.5429)
	U6 model	Standard	40.149 — 40.249 (1.5807 — 1.5846)
		Limit	40.049 (1.5767)

Cam base circle diameter A:
Intake
34.00 mm (1.3386 in)
Exhaust
34.00 mm (1.3386 in)

Base circle step of adjacent intake cams (low speed and high speed):
0.03 mm (0.001 in) or less



5) Measure the thrust clearance of camshaft with setting the dial gauge at end of camshaft. If the thrust clearance exceeds the limit or there is uneven wear, replace the camshaft caps and cylinder head as a set. If necessary, replace the camshaft.

Standard:
0.030 — 0.090 mm (0.0012 — 0.0035 in)

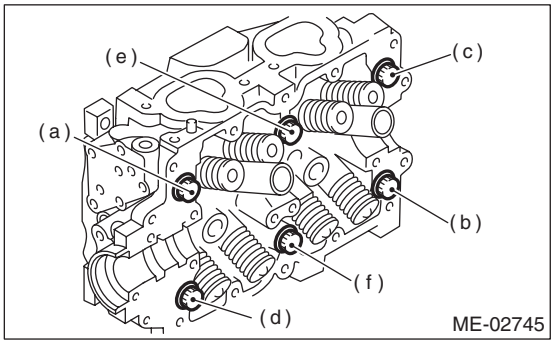
Service limit:
0.10 mm (0.0039 in)

20.Cylinder Head

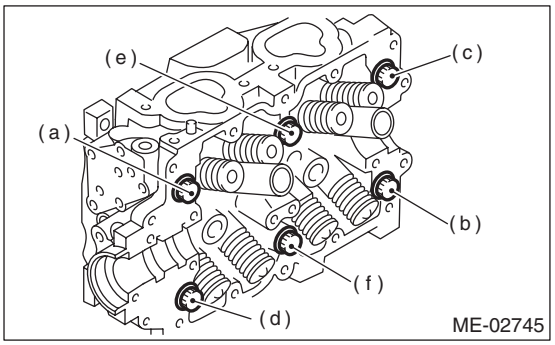
A: REMOVAL

NOTE:
Perform the work with the engine installed to body when replacing a single part. Refer to “Valve Clearance” for preparation. <Ref. to ME(H4SO)-30, Valve Clearance.>
1) Remove the V-belts. <Ref. to ME(H4SO)-41, REMOVAL, V-belt.>
2) Remove the crank pulley. <Ref. to ME(H4SO)-43, REMOVAL, Crank Pulley.>
3) Remove the timing belt cover. <Ref. to ME(H4SO)-44, REMOVAL, Timing Belt Cover.>
4) Remove the timing belt. <Ref. to ME(H4SO)-45, REMOVAL, Timing Belt.>
5) Remove the cam sprocket. <Ref. to ME(H4SO)-50, REMOVAL, Cam Sprocket.>
6) Remove the intake manifold. <Ref. to FU(H4SO)-13, REMOVAL, Intake Manifold.>
7) Remove the bolt which installs the A/C compressor bracket on cylinder head.
8) Remove the valve rocker assembly. <Ref. to ME(H4SO)-53, REMOVAL, Valve Rocker Assembly.>
9) Remove the camshaft. <Ref. to ME(H4SO)-57, REMOVAL, Camshaft.>
10) Remove the oil level gauge guide. (LH side only)
11) Remove the cylinder head bolts in alphabetical sequence as shown in the figure.

NOTE:
Leave bolts (a) and (c) engaged by three or four threads to prevent the cylinder head from falling.



12) While tapping the cylinder head with a plastic hammer, separate it from cylinder block. Remove the bolts (a) and (c) to remove cylinder head.



13) Remove the cylinder head gasket.

CAUTION:
Be careful not to scratch the mating surface of cylinder block and cylinder head.
14) Similarly, remove the cylinder head (RH).

B: INSTALLATION

1) Install the cylinder head and gaskets on cylinder block.

CAUTION:
Be careful not to scratch the mating surface of cylinder block and cylinder head.

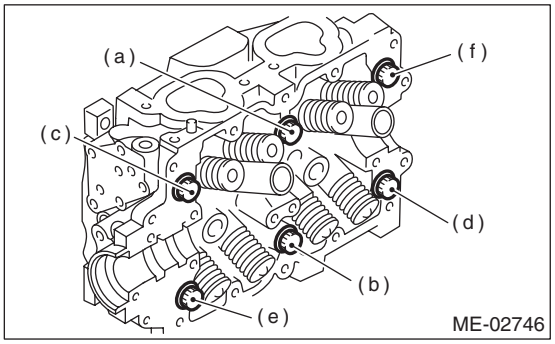
NOTE:
Use new cylinder head gaskets.

2) Tighten the cylinder head bolts.
(1) Apply a thin coat of engine oil to washer and bolt thread.
(2) Tighten all bolts to 29 N·m (3.0 kgf-m, 21.4 ft-lb) in alphabetical sequence.
(3) Tighten all bolts to 69 N·m (7.0 kgf-m, 50.9 ft-lb) in alphabetical sequence.
(4) Loosen all the bolts by 180° in the reverse order of installing, and loosen them further by 180°.
(5) Tighten all bolts to 42 N·m (4.3 kgf-m, 31.0 ft-lb) in alphabetical sequence.
(6) Tighten all bolts by 80 to 90° in alphabetical sequence.
(7) Tighten all bolts by 40 to 45° in alphabetical sequence.

CAUTION:
The tightening angle of the bolt should not exceed 45°.

(8) Further tighten the bolts (a) and (b) by 40 — 45°.

CAUTION:
Make sure the total "re-tightening angle" of the step (7) and (8) does not exceed 90°.



3) Install the oil level gauge guide. (LH side only)

Tightening torque:
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

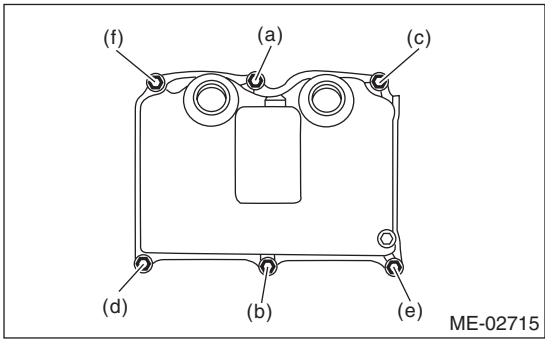
4) Install the camshaft. <Ref. to ME(H4SO)-58, INSTALLATION, Camshaft.>
5) Install the valve rocker assembly. <Ref. to ME(H4SO)-54, INSTALLATION, Valve Rocker Assembly.>
6) Install the A/C compressor bracket on cylinder head.
7) Install the intake manifold.
<Ref. to FU(H4SO)-15, INSTALLATION, Intake Manifold.>
8) Install the cam sprocket. <Ref. to ME(H4SO)-50, INSTALLATION, Cam Sprocket.>
9) Install the timing belt. <Ref. to ME(H4SO)-46, INSTALLATION, Timing Belt.>
10) Adjust the valve clearance. <Ref. to ME(H4SO)-31, ADJUSTMENT, Valve Clearance.>
11) Install the rocker cover.
(1) Install the rocker cover gasket to the rocker cover.

NOTE:
Use a new rocker cover gasket.

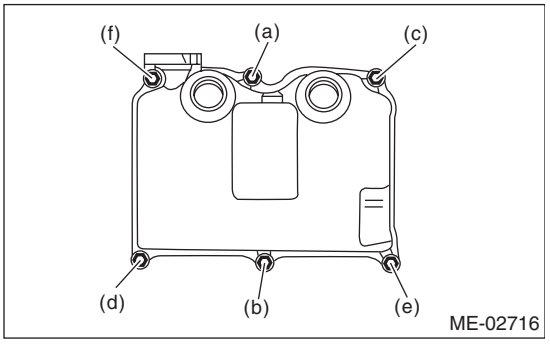
(2) Tighten the bolts in two stages in alphabetical sequence as shown in figure.

Tightening torque:
First time
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)
Second time (tighten only (a) and (b))
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

RH side



LH side

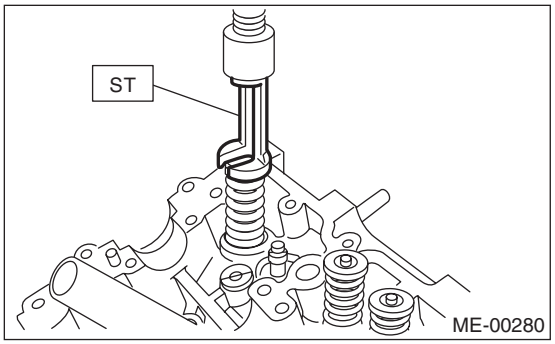


(3) Connect the PCV hose.
12) Install the timing belt cover.
<Ref. to ME(H4SO)-44, INSTALLATION, Timing Belt Cover.>
13) Install the crank pulley. <Ref. to ME(H4SO)-43, INSTALLATION, Crank Pulley.>
14) Install the V-belts. <Ref. to ME(H4SO)-41, INSTALLATION, V-belt.>

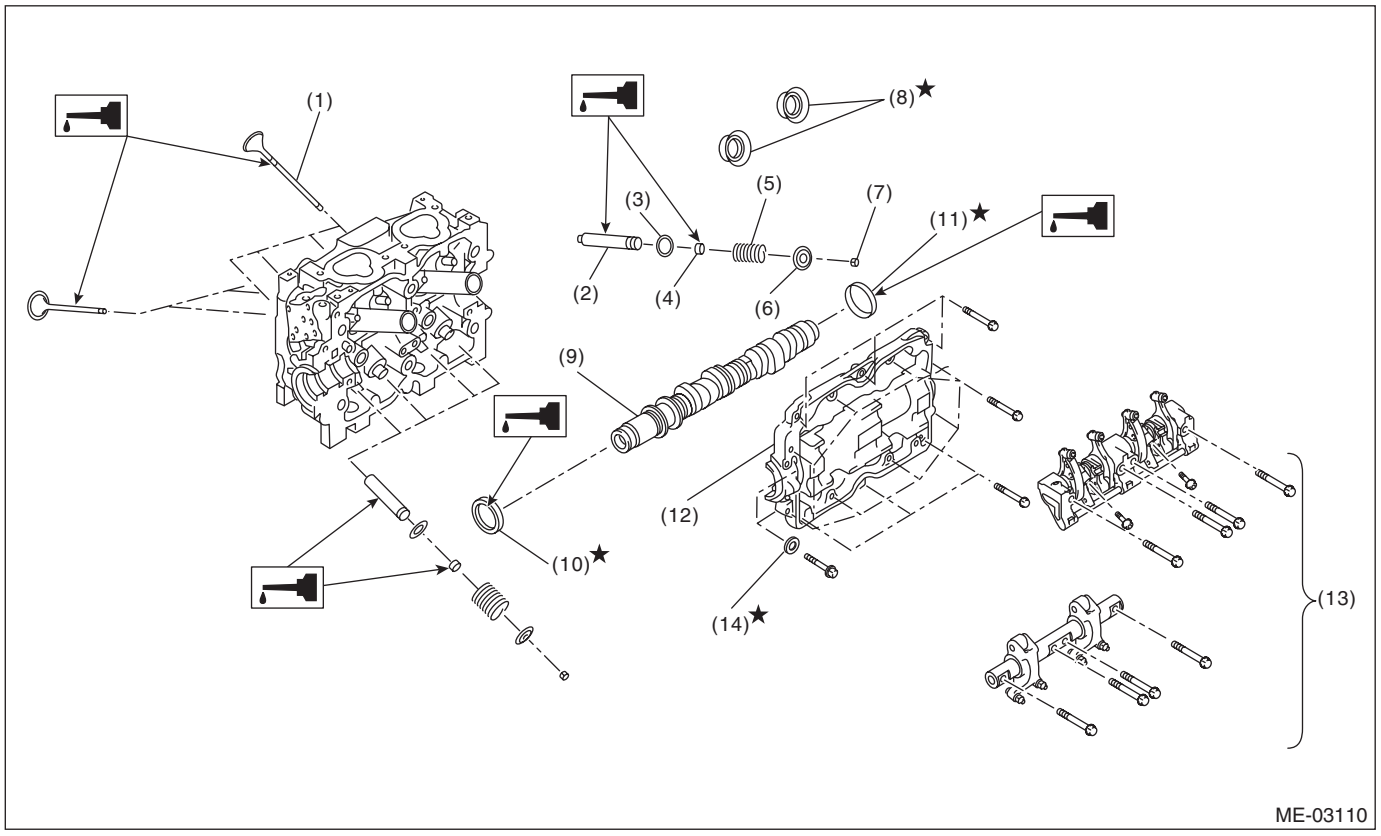
C: DISASSEMBLY

1) Place the cylinder head on the ST.
ST 498267800 CYLINDER HEAD TABLE
2) Compress the valve spring and remove the valve spring retainer key using ST. Remove each valve and valve spring.
ST 499718000 VALVE SPRING REMOVER

NOTE:
- Mark each valve to prevent confusion.
- Pay careful attention not to damage the lips of intake valve oil seals and exhaust valve oil seals.
- Keep all the removed parts in order for re-installing in their original positions.



D: ASSEMBLY



(1) Valve
(2) Valve guide
(3) Valve spring seat
(4) Oil seal
(5) Valve spring
(6) Retainer
(7) Retainer key
(8) Spark plug gasket
(9) Camshaft
(10) Oil seal
(11) Plug
(12) Camshaft cap
(13) Valve rocker ASSY
(14) Seal washer

1) Install the valve spring and valve.
(1) Coat the stem of each valve with engine oil and insert the valve into valve guide.

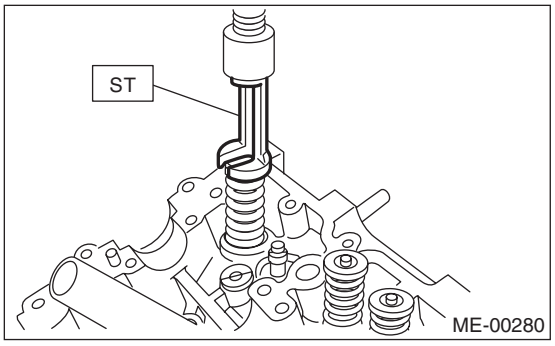
NOTE:
When inserting the valve into valve guide, use special care not to damage the oil seal lip.

(2) Set the cylinder head on ST.
ST 498267800 CYLINDER HEAD TABLE

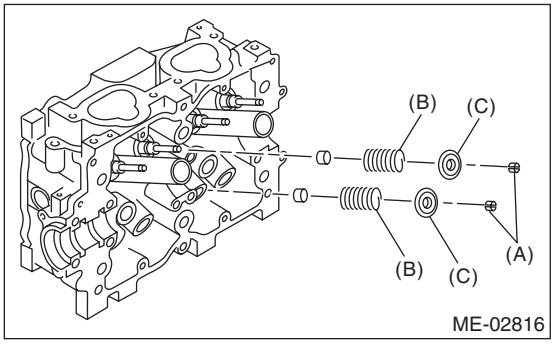
(3) Install the valve spring and retainer.

NOTE:
Be sure to install the valve spring with its close-coiled end facing the seat on cylinder head.

(4) Set the ST on valve spring.
ST 499718000 VALVE SPRING REMOVER



(5) Compress the valve spring and fit the valve spring retainer key.



(A) Retainer key
(B) Valve spring
(C) Retainer

(6) After installing, tap the valve spring retainers lightly with a plastic hammer for better seating.

E: INSPECTION

1. CYLINDER HEAD

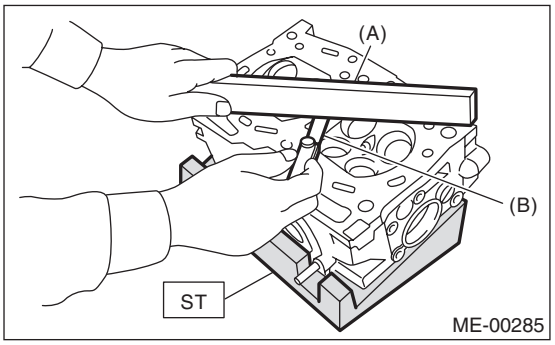
1) Check for cracks or damage. Use liquid penetrant tester on the important sections to check for fissures.
Check that there are no marks of gas leaking or water leaking on gasket installing surface.
2) Place the cylinder head on the ST.
ST 498267800 CYLINDER HEAD TABLE
3) Measure the warping of the cylinder head surface that mates with crankcase using a straight edge (A) and thickness gauge (B).
If the warping exceeds the limit, correct the surface by grinding it with a surface grinder.

Warping limit:
0.035 mm (0.0012 in)

Grinding limit:
0.1 mm (0.004 in)

Standard height of cylinder head:
97.5 mm (3.839 in)

NOTE:
Uneven torque for the cylinder head bolts can cause warping. When reassembling, pay special attention to the torque so as to tighten evenly.



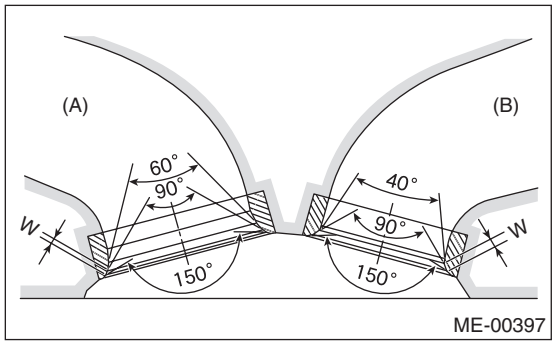
2. VALVE SEAT

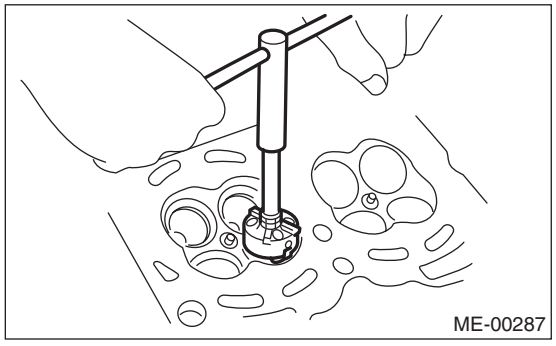
Inspect the intake and exhaust valve seats, and correct the contact surfaces with a valve seat cutter if they are defective or when valve guides are replaced.

Valve seat width W:

Standard:
Intake (A)
0.8 — 1.4 mm (0.03 — 0.055 in)
Exhaust (B)
1.2 — 1.8 mm (0.047 — 0.071 in)

Service limit:
Intake (A)
1.7 mm (0.067 in)
Exhaust (B)
2.2 mm (0.087 in)





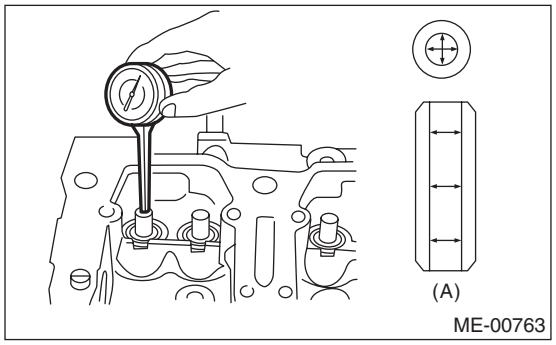
3. VALVE GUIDE

1) Check the clearance between valve guide and valve stem. The clearance can be checked by measuring respectively the outer diameter of valve stem with a micrometer and the inner diameter of valve guide with a caliper gauge.

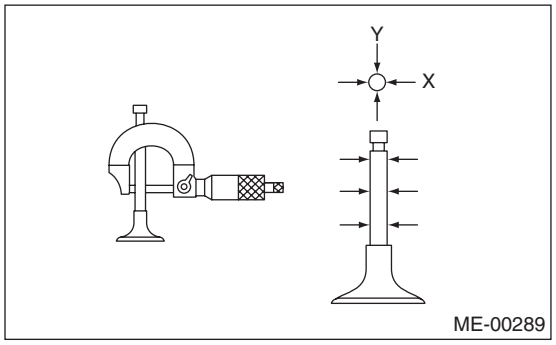
Clearance between the valve guide and valve stem:

Standard:
Intake
0.035 — 0.062 mm (0.0014 — 0.0024 in)
Exhaust
0.040 — 0.067 mm (0.0016 — 0.0026 in)

Service limit:
0.15 mm (0.0059 in)



(A) Valve guide



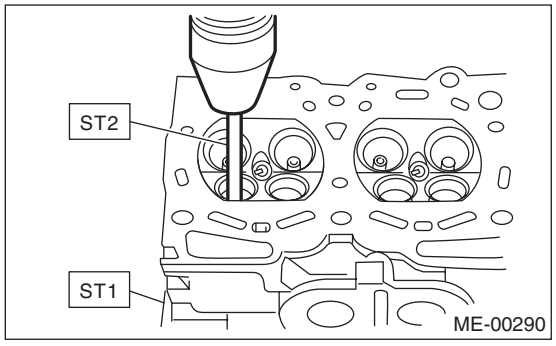
2) If the clearance between valve guide and stem exceeds the limit, replace the valve guide or valve itself whichever shows greater amount of wear or damaged and etc. See the following procedure for valve guide replacement.

Valve guide inner diameter:
6.000 — 6.012 mm (0.2362 — 0.2367 in)

Valve stem outer diameters:
Intake
5.950 — 5.965 mm (0.2343 — 0.2348 in)
Exhaust
5.945 — 5.960 mm (0.2341 — 0.2346 in)

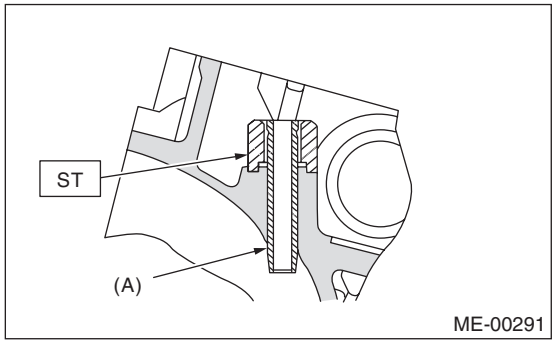
(1) Place the cylinder head on ST1 with the combustion chamber upward so that valve guides fit the holes in ST1.
(2) Insert the ST2 into valve guide and press it down to remove the valve guide.

ST1 498267800 CYLINDER HEAD TABLE
ST2 499767200 VALVE GUIDE REMOVER



(3) Turn the cylinder head upside down and place the ST as shown in the figure.

Intake side
ST 499767700 VALVE GUIDE ADJUSTER
Exhaust side
ST 499767800 VALVE GUIDE ADJUSTER

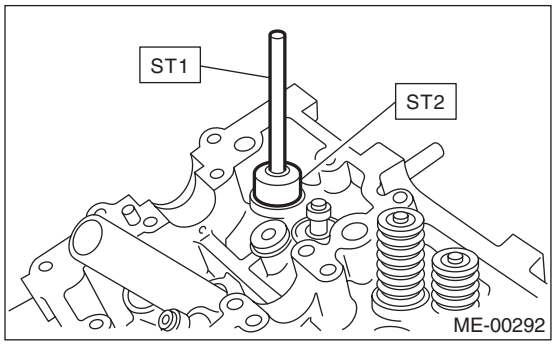


(A) Valve guide

(4) Before installing a new valve guide, make sure that neither scratches nor damages exist on the inner surface of valve guide holes in cylinder head.

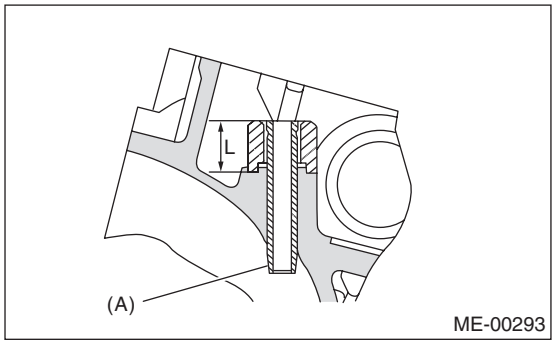
(5) Put a new valve guide, coated with sufficient oil, in cylinder, and insert the ST1 into valve guide. Press in until the valve guide upper end is flush with the upper surface of ST2.

ST1 499767200 VALVE GUIDE REMOVER
Intake side
ST2 499767700 VALVE GUIDE ADJUSTER
Exhaust side
ST2 499767800 VALVE GUIDE ADJUSTER



(6) Check the valve guide protrusion.

Valve guide protrusion L:
Intake
20.0 — 21.0 mm (0.787 — 0.827 in)
Exhaust
16.5 — 17.5 mm (0.650 — 0.689 in)

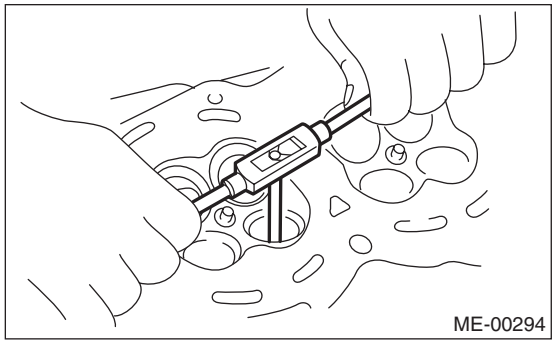


(A) Valve guide

(7) Ream the inside of valve guide using ST. Put the ST in valve guide, and rotate the ST slowly clockwise while pushing it lightly. Bring the ST back while rotating it clockwise.

NOTE:
• Apply engine oil to the ST when reaming.
• If the inner surface of valve guide is damaged, the edge of ST should be slightly ground with oil stone.
• If the inner surface of valve guide becomes lustrous and the ST does not chip, use a new ST or remedy the ST.

ST 499767400 VALVE GUIDE REAMER



(8) After reaming, clean the valve guide to remove chips.
(9) Recheck the contact condition between valve and valve seat after replacing the valve guide.

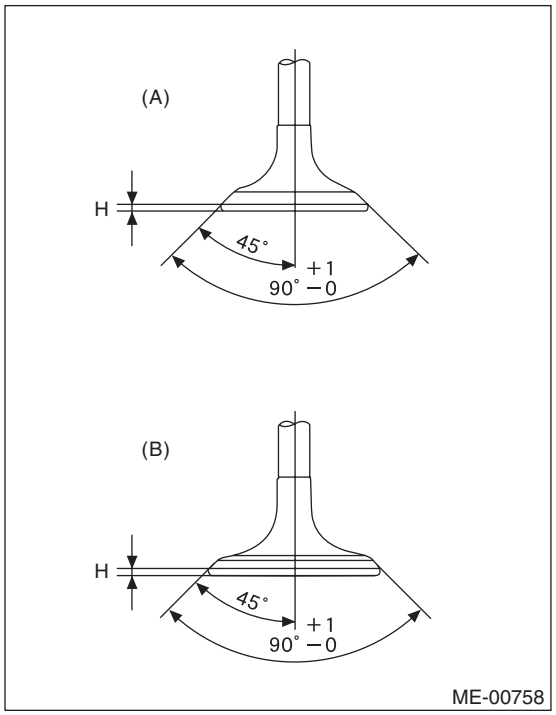
4. INTAKE AND EXHAUST VALVE

1) Inspect the flange and stem of valve, and replace if damaged, worn, or deformed. If "H" is less than the specified limit, replace with a new valve.

H:

Intake (A)
Standard:
0.8 — 1.2 mm (0.03 — 0.047 in)
Service limit:
0.6 mm (0.024 in)

Exhaust (B)
Standard:
1.0 — 1.4 mm (0.039 — 0.055 in)
Service limit:
0.6 mm (0.024 in)



2) Put a small amount of grinding compound on the seat surface, and lap the valve and seat surface. Replace with a new valve oil seal after lapping.

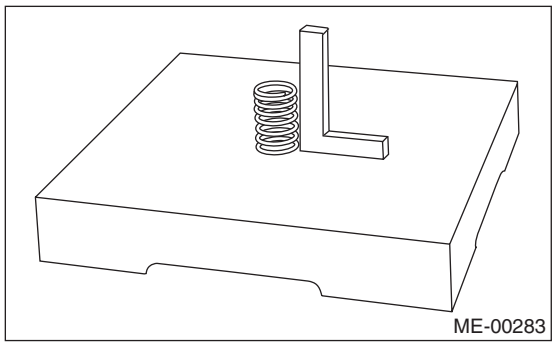
NOTE:
It is possible to differentiate between the intake valve and the exhaust valve by their overall length.

Valve overall length:
Intake
120.6 mm (4.75 in)
Exhaust
121.7 mm (4.79 in)

5. VALVE SPRING

1) Check the valve springs for damage, free length, and tension. Replace the valve spring if it is not within the standard value presented in the table.
2) To measure the squareness of the valve spring, stand the spring on a surface plate and measure its deflection at the top of spring using a try square.

Free length mm (in)		55.2 (2.173)
Tension/spring height N (kgf, lb)/ mm (in)	Set	235.3 — 270.7 (24 — 27.6, 52.9 — 60.8)/45.0 (1.772)
	Lift	578.9 — 639.9 (59.1 — 65.3, 130.3 — 143.9)/ 34.7 (1.366)
Squareness		2.5°, 2.4 mm (0.094 in) or less



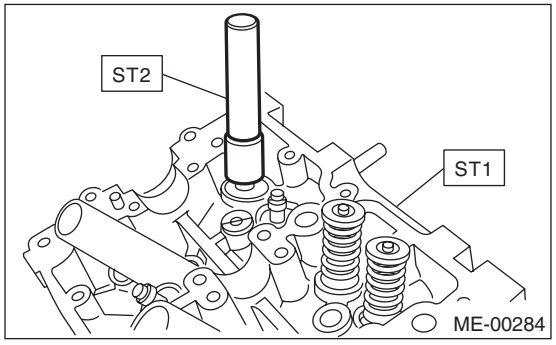
6. INTAKE AND EXHAUST VALVE OIL SEAL

1) For the following, replace the oil seal with a new part.
See the procedure 2) and subsequent for replacement procedures.
- When the lip is damaged.
- When the spring is out of the specified position.
- When readjusting the surfaces of intake valve and valve sheet.
- When replacing the intake valve guide.

2) Place the cylinder head on ST1.
3) Using the ST2, press-fit the oil seal.
ST1 498267800 CYLINDER HEAD TABLE
ST2 498857100 VALVE OIL SEAL GUIDE

NOTE:
- Apply engine oil to oil seal before press-fitting.
- When press-fitting the oil seal, do not use a hammer or strike in.
- The intake valve oil seal and exhaust valve oil seal can be differentiated by colors.

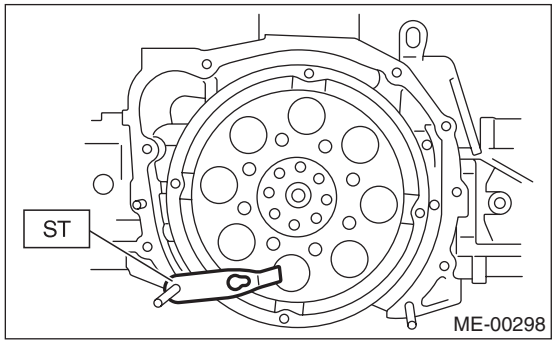
Color of rubber part:
Intake [Gray]
Exhaust [Green]



21.Cylinder Block

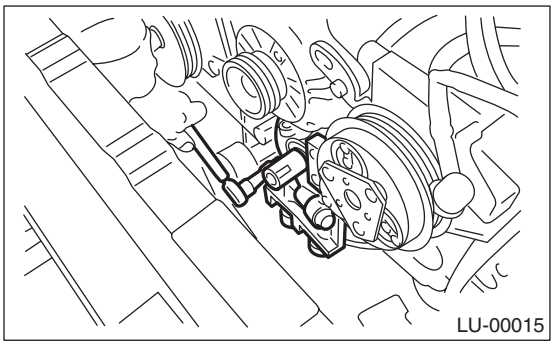
A: REMOVAL

NOTE:
Before conducting this procedure, drain the engine oil completely.
1) Remove the intake manifold. <Ref. to FU(H4SO)-13, REMOVAL, Intake Manifold.>
2) Remove the V-belts. <Ref. to ME(H4SO)-41, REMOVAL, V-belt.>
3) Remove the crank pulley. <Ref. to ME(H4SO)-43, REMOVAL, Crank Pulley.>
4) Remove the timing belt cover. <Ref. to ME(H4SO)-44, REMOVAL, Timing Belt Cover.>
5) Remove the timing belt. <Ref. to ME(H4SO)-45, REMOVAL, Timing Belt.>
6) Remove the cam sprocket. <Ref. to ME(H4SO)-50, REMOVAL, Cam Sprocket.>
7) Remove the crank sprocket. <Ref. to ME(H4SO)-52, REMOVAL, Crank Sprocket.>
8) Remove the generator and A/C compressor with their brackets.
9) Remove the cylinder head. <Ref. to ME(H4SO)-61, REMOVAL, Cylinder Head.>
10) Remove the clutch disc and cover. (MT model) <Ref. to CL-12, REMOVAL, Clutch Disc and Cover.>
11) Remove the flywheel. (MT model) <Ref. to CL-15, REMOVAL, Flywheel.>
12) Remove the drive plate. (AT model)
Using the ST, lock the crankshaft.
ST 498497100 CRANKSHAFT STOPPER



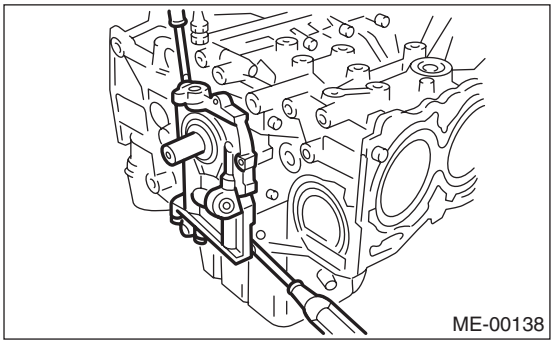
13) Remove the oil separator cover.
14) Remove the water by-pass pipe for heater.
15) Remove the water pump. <Ref. to CO(H4SO)-19, REMOVAL, Water Pump.>
16) Remove the bolts which install oil pump onto cylinder block.

NOTE:
When disassembling and checking the oil pump, loosen the relief valve plug before removing the oil pump.



17) Remove the oil pump from cylinder block using a flat tip screwdriver.

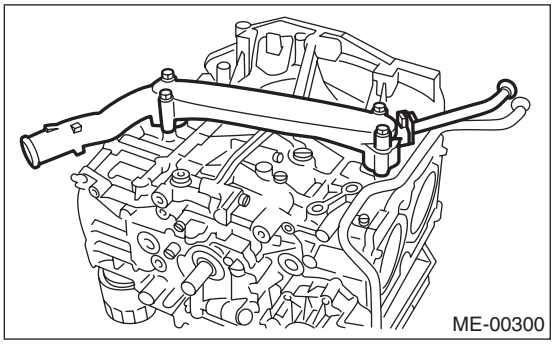
CAUTION:
Be careful not to scratch the mating surface of cylinder block and oil pump.

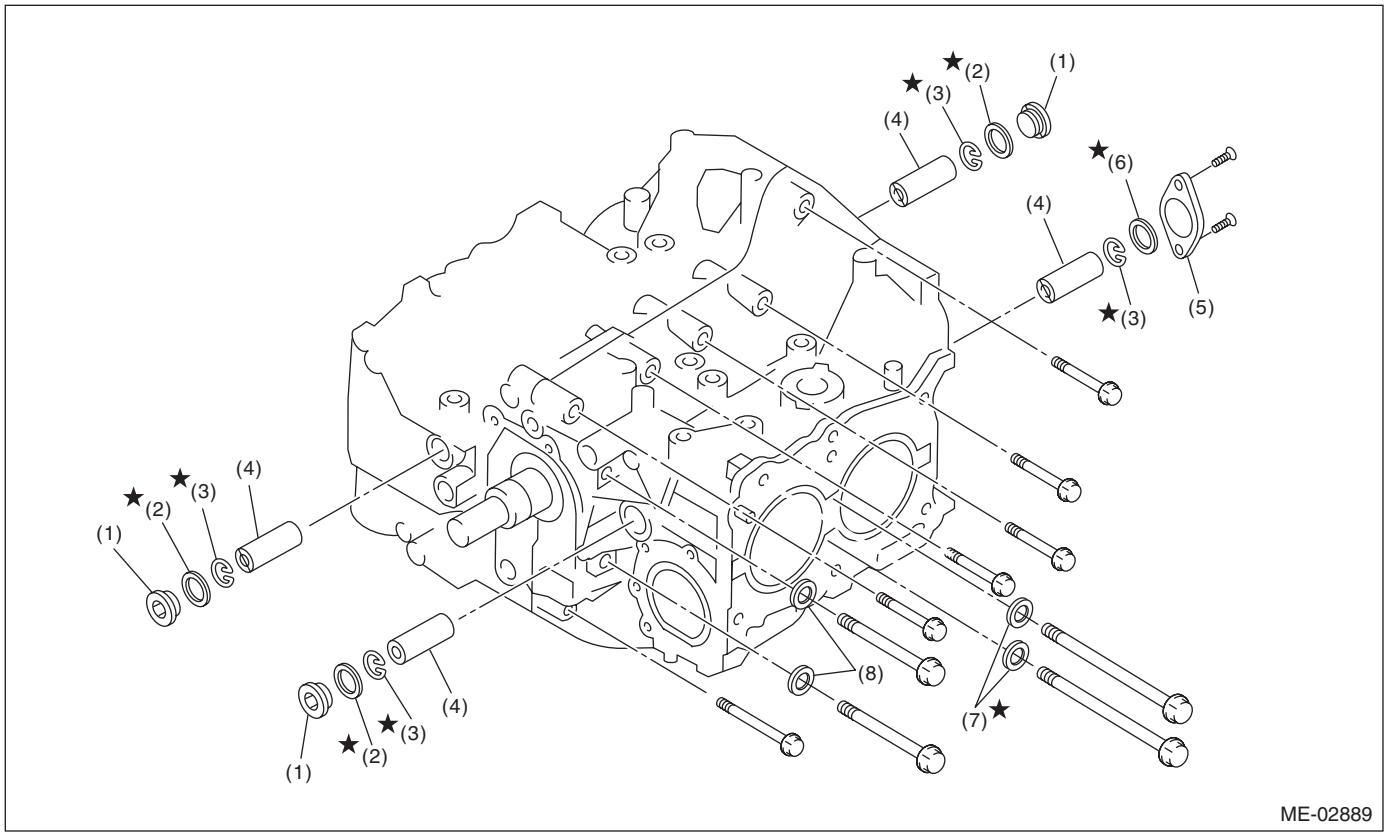


18) Remove the front oil seal from the oil pump.
19) Remove the oil pan.
(1) Set the part so that the cylinder block (LH) is on the upper side.
(2) Remove the bolts which secure oil pan to cylinder block.
(3) Insert an oil pan cutter blade between cylinder block-to-oil pan clearance and remove the oil pan.

CAUTION:
Do not use a screwdriver or similar tools in place of oil pan cutter.
20) Remove the oil strainer stay.
21) Remove the oil strainer.
22) Remove the baffle plate.
23) Remove the oil filter. <Ref. to LU(H4SO)-25, REMOVAL, Engine Oil Filter.>

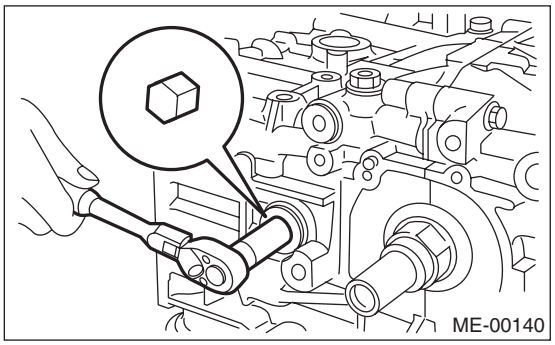
24) Remove the water pipe.



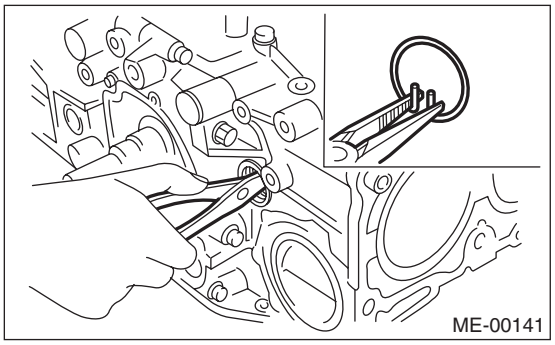


(1) Service hole plug
(2) Gasket
(3) Snap ring
(4) Piston pin
(5) Service hole cover
(6) O-ring
(7) Seal washer
(8) Washer

25) Remove the service hole plug using a hexagon wrench (14 mm).

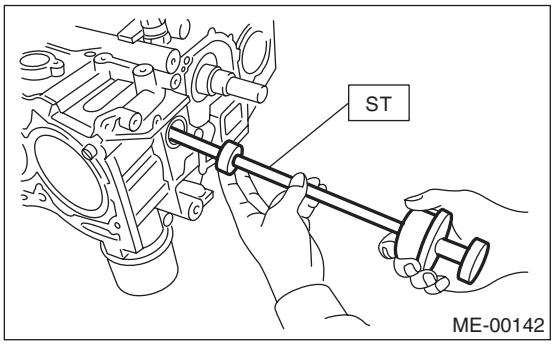


26) Remove the service hole cover.
27) Rotate the crankshaft to bring #1 and #2 pistons to bottom dead center position, then remove the piston snap ring through service hole of #1 and #2 cylinders.



28) Draw out the piston pin from #1 and #2 pistons using ST.
ST 499097700 PISTON PIN REMOVER

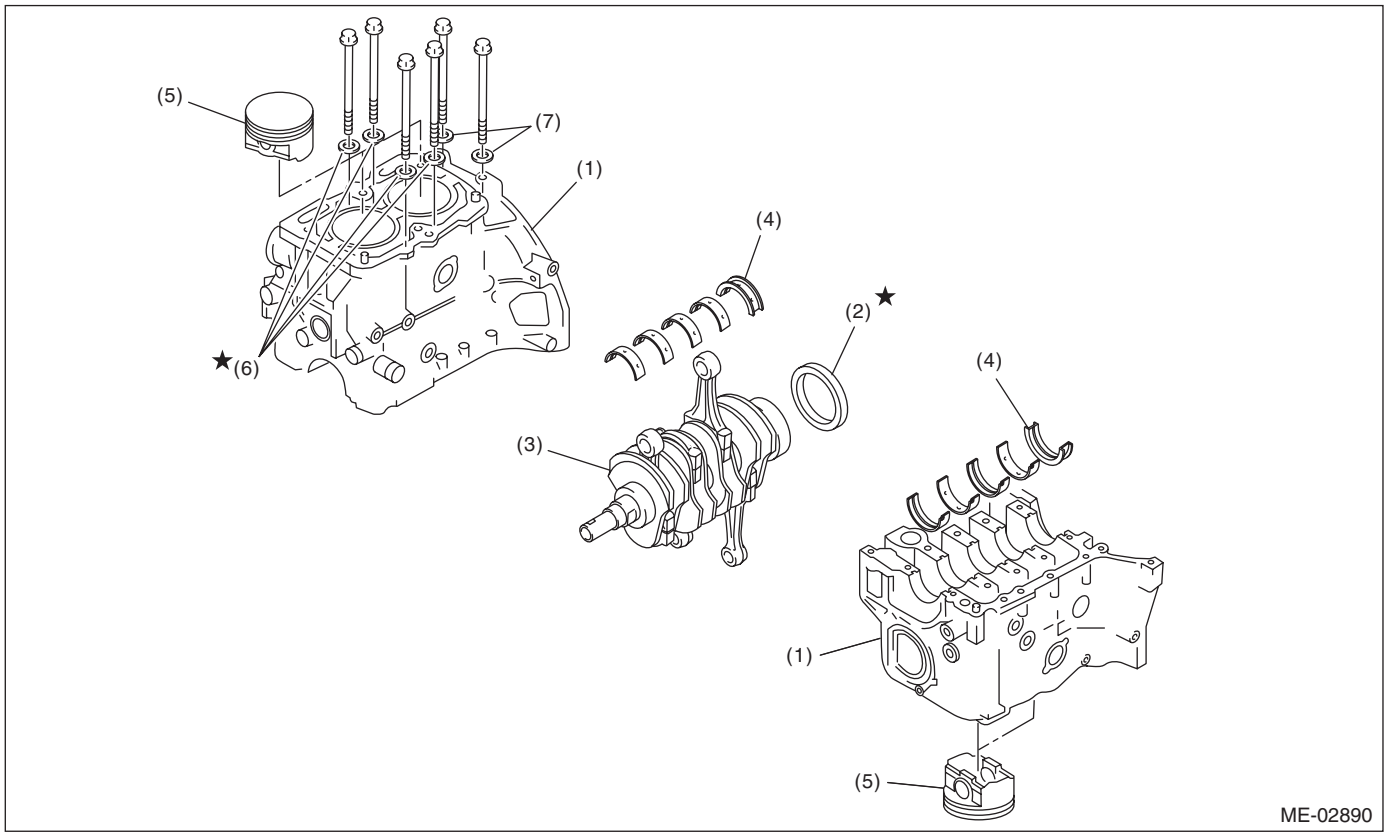
NOTE:
Be careful not to confuse the original combination of piston, piston pin and cylinder.



29) Similarly draw out the piston pins from #3 and #4 pistons.
30) Remove the cylinder block connecting bolt on the RH side.
31) Loosen the cylinder block connecting bolt on the LH side by 2-3 turns.
32) Set the part so that the cylinder block (LH) is on the upper side, and remove the cylinder block connecting bolt.

33) Separate the cylinder block (RH) and (LH).

NOTE:
When separating the cylinder block, do not allow the connecting rod to fall and damage the cylinder block.



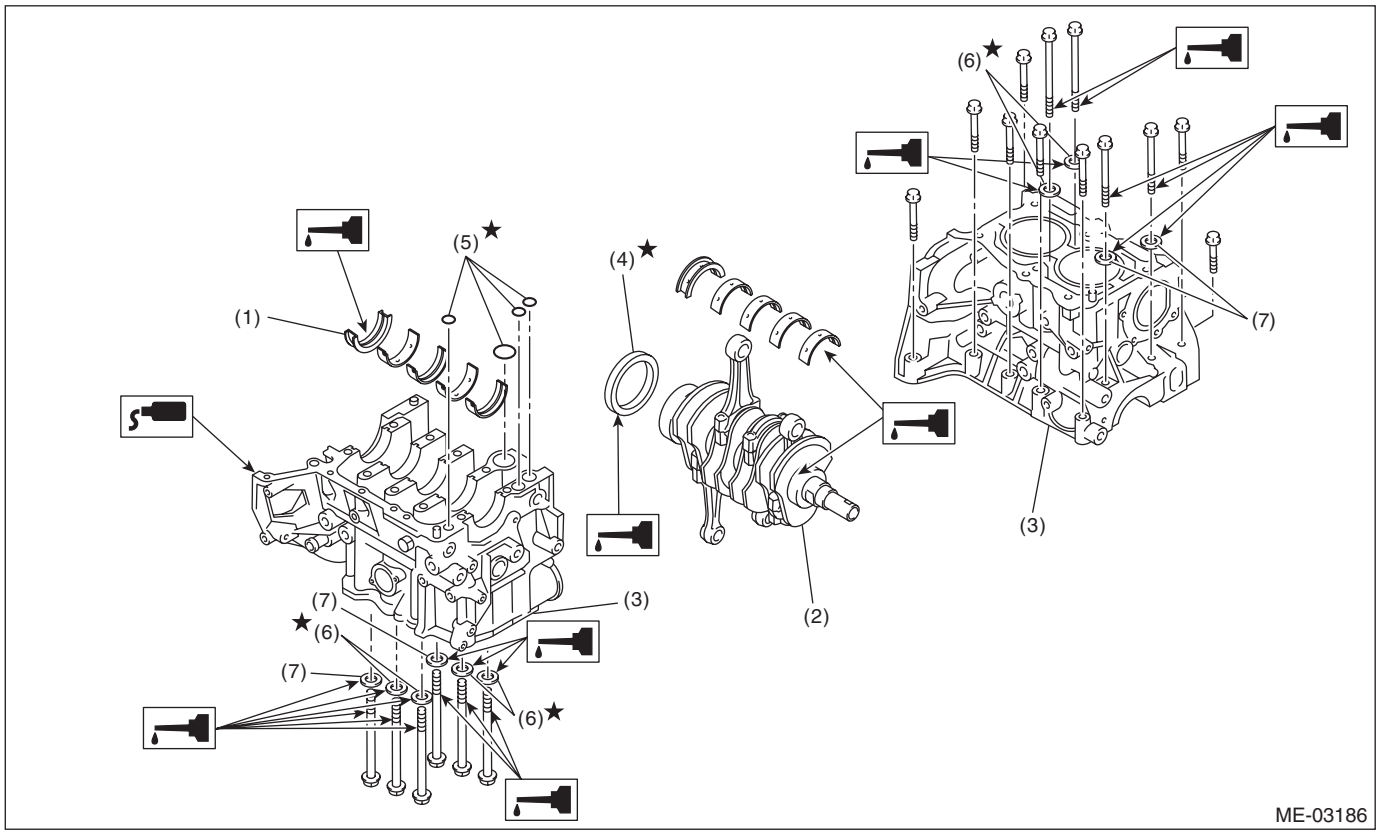
(1) Cylinder block
(2) Rear oil seal
(3) Crankshaft
(4) Crankshaft bearing
(5) Piston
(6) Seal washer
(7) Washer

34) Remove the rear oil seal.
35) Remove the crankshaft together with connecting rod.
36) Remove the crankshaft bearings from cylinder block using a hammer handle.

NOTE:
Be careful not to confuse the crankshaft bearing combination. Press the bearing at the end opposite to locking lip.
37) Remove each piston from cylinder block using wooden bar or hammer handle.

NOTE:
Be careful not to confuse the original combination of piston and cylinder.

B: INSTALLATION

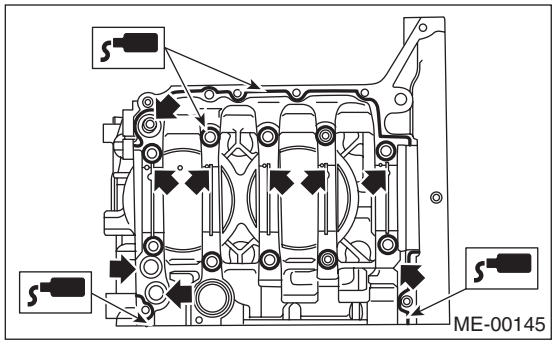


(1) Crankshaft bearing
(2) Crankshaft
(3) Cylinder block
(4) Rear oil seal
(5) O-ring
(6) Seal washer
(7) Washer

1) Remove oil on the mating surface of cylinder block before installation. Apply a coat of engine oil to the bearing and crankshaft journal.
2) Position the crankshaft and O-ring on the cylinder block (RH).
3) Apply liquid gasket to the mating surfaces of cylinder block (RH), and position the cylinder block (LH).

NOTE:
- Install within 5 min. after applying liquid gasket.
- Do not allow liquid gasket to jut into O-ring grooves, oil passages, bearing grooves, etc.

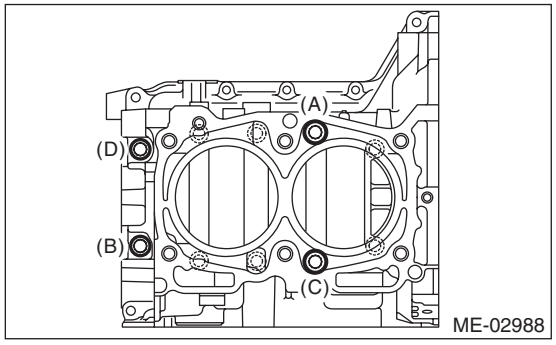
Liquid gasket:
THREE BOND 1217G (Part No. K0877Y0100) or equivalent



4) Apply a coat of engine oil to the washer and bolt thread.

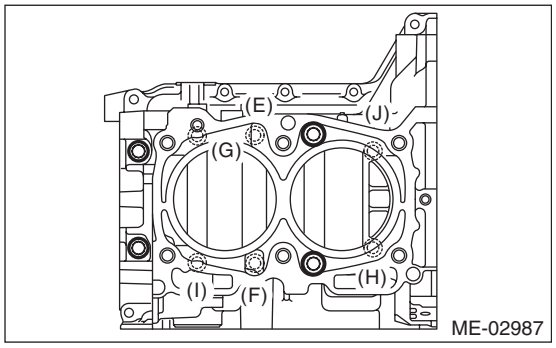
NOTE:
Use new seal washer.
5) Tighten the 10 mm cylinder block connecting bolts on the LH side (A — D) in alphabetical order.

Tightening torque:
10 N·m (1.0 kgf-m, 7.2 ft-lb)



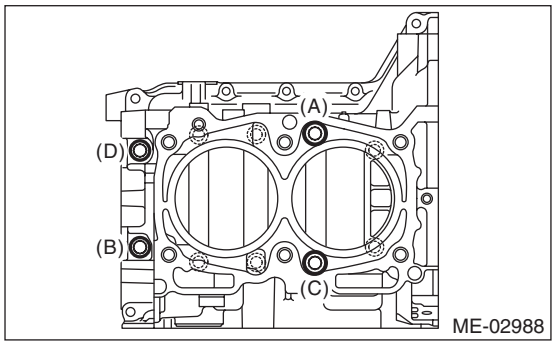
6) Tighten the 10 mm cylinder block connecting bolts on the RH side (E — J) in alphabetical order.

Tightening torque:
10 N·m (1.0 kgf-m, 7.2 ft-lb)



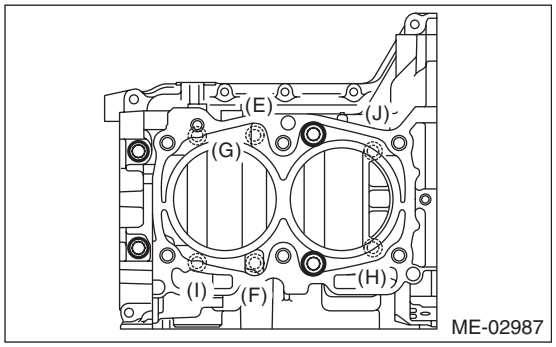
7) Further tighten the cylinder block connecting bolts on the LH side (A — D) in alphabetical sequence.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



8) Further tighten the cylinder block connecting bolts on the RH side (E — J) in alphabetical sequence.

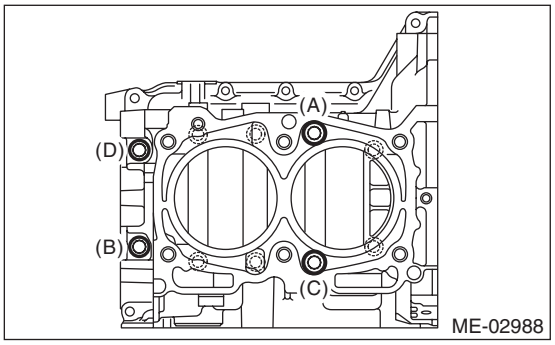
Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



9) Further tighten the cylinder block connecting bolts on the LH side (A — D) in alphabetical sequence.
- (A), (C): Angle tightening

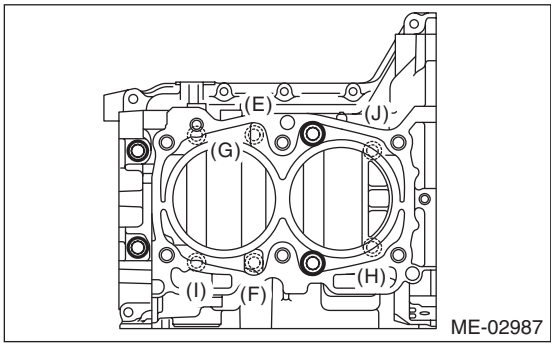
Tightening angle:
90°
- (B), (D): Torque tightening

Tightening torque:
40 N·m (4.1 kgf-m, 29.6 ft-lb)



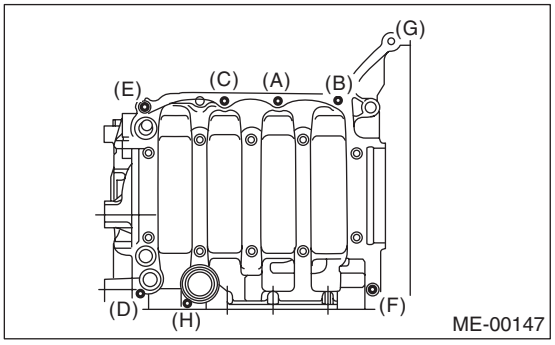
10) Tighten the cylinder block connecting bolts on the RH side (E — J) in alphabetical sequence.

Tightening angle:
90°



11) Tighten the 8 mm and 6 mm cylinder block connecting bolts on LH side (A — H) in alphabetical sequence.

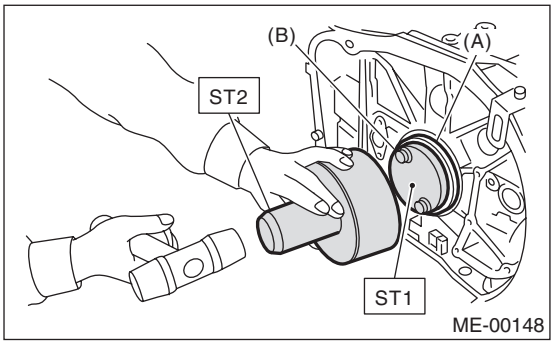
Tightening torque:
(A) — (G): 25 N·m (2.5 kgf-m, 18.4 ft-lb)
(H): 6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



12) Apply a coat of engine oil to the oil seal periphery, then install the rear oil seal using ST1 and ST2.

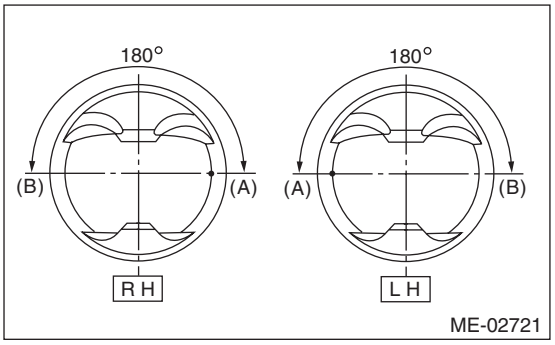
NOTE:
Use a new rear oil seal.

ST1	499597100	CRANKSHAFT OIL SEAL GUIDE
ST2	499587200	CRANKSHAFT OIL SEAL INSTALLER

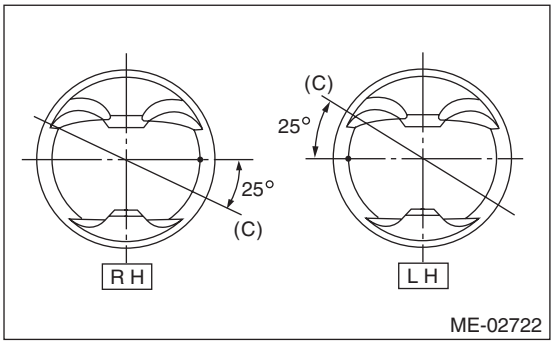


(A) Rear oil seal
(B) Flywheel attaching bolt

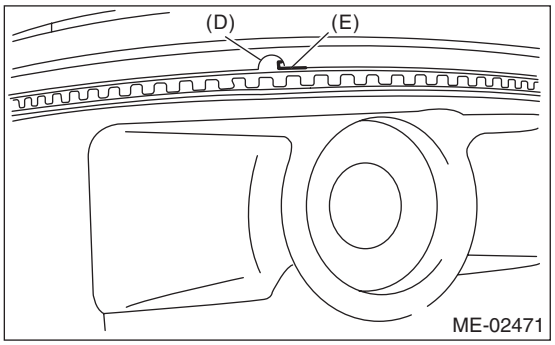
13) Position the top ring gap at (A) or (B) in the figure.
14) Position the second ring gap at 180° on the reverse side the top ring gap.



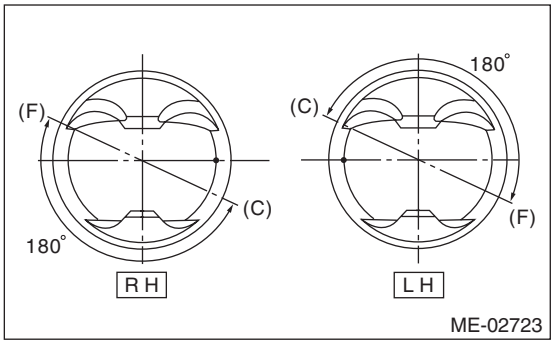
15) Position the upper rail gap at (C) in the figure.



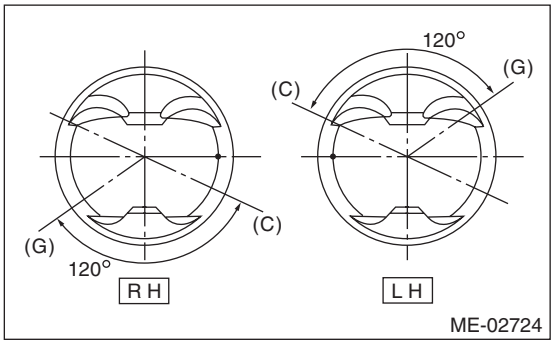
16) Align the upper rail spin stopper (E) to the side hole (D) on the piston.



17) Position the expander gap at (F) in the figure.



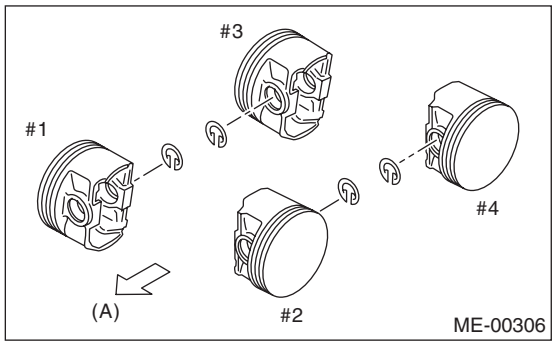
18) Position the lower rail gap at (G) in the figure.



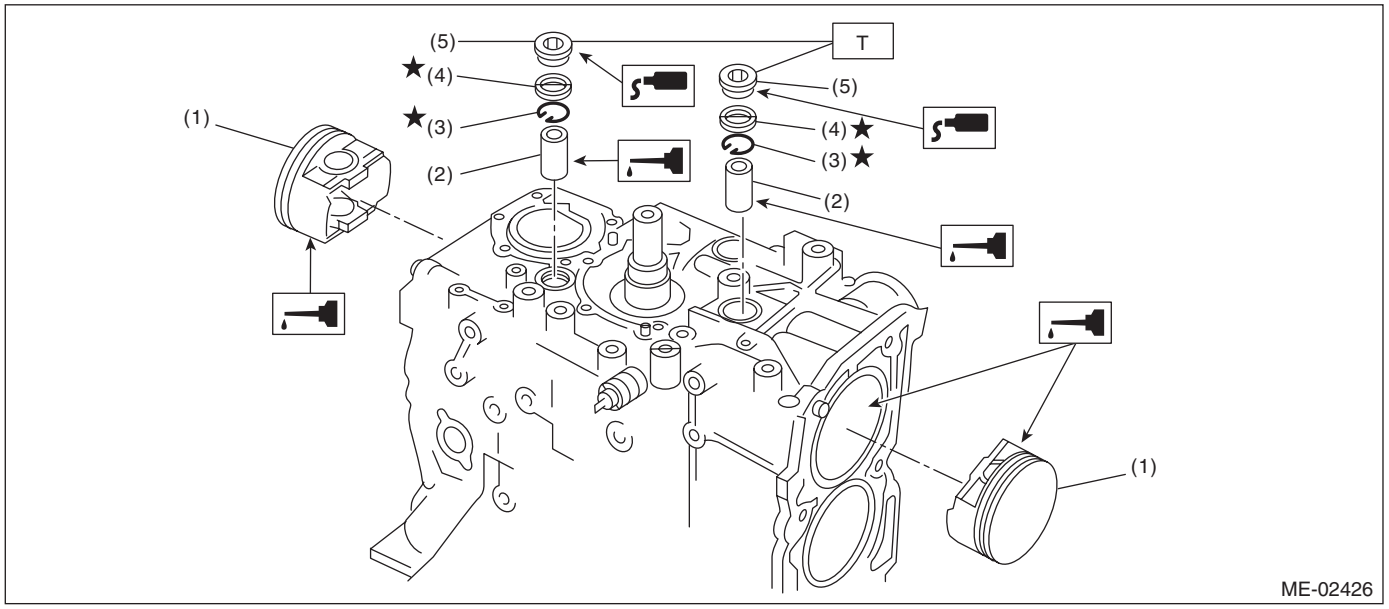
NOTE:
• Make sure the ring gaps do not face the same direction.
• Make sure ring gaps are not within the piston skirt area.

19) Install the snap ring.
Install the snap rings in the piston holes located opposite to the service holes in cylinder block before positioning pistons to the cylinder.

NOTE:
Use new snap rings.



(A) Front side



(1) Piston
(2) Piston pin
(3) Snap ring
(4) Gasket
(5) Service hole plug

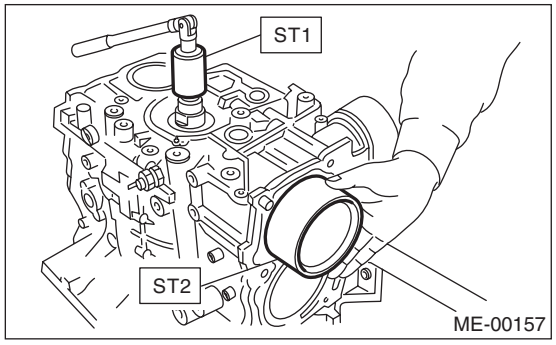
Tightening torque:N·m (kgf-m, ft-lb)
T: 70 (7.1, 51.6)

20) Install the piston.
(1) Set the parts so that the #1 and #2 cylinders are on the upper side.
(2) Using the ST1, turn the crankshaft so that #1 and #2 connecting rods are set at bottom dead center.

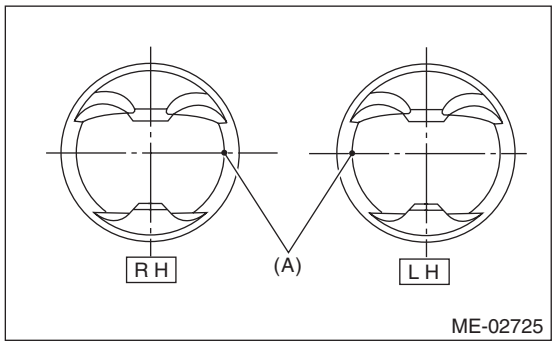
ST1 499987500 CRANKSHAFT SOCKET

(3) Apply a coat of engine oil to the pistons and cylinders and insert pistons in their cylinders using ST2.

ST2 498747300 PISTON GUIDE



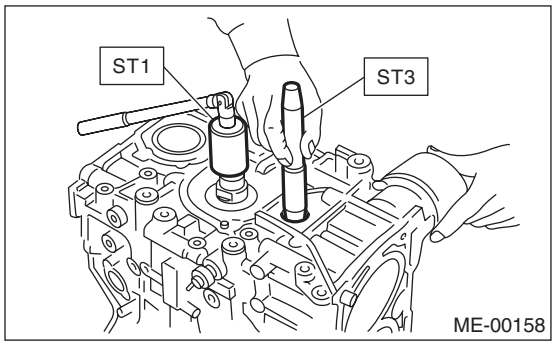
NOTE:
Face the piston front mark towards the front of the engine.



(A) Front mark

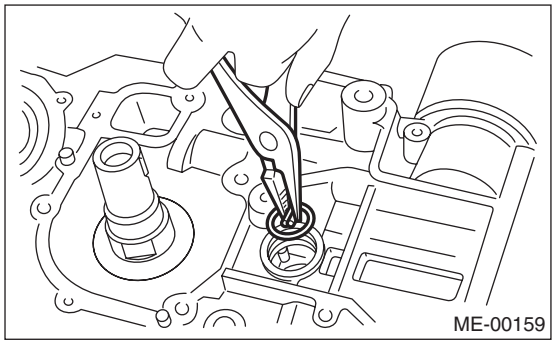
21) Install piston pin.
(1) Apply a coat of engine oil to ST3.
(2) Insert ST3 into the service hole to align piston pin hole with connecting rod small end.

ST3 499017100 PISTON PIN GUIDE



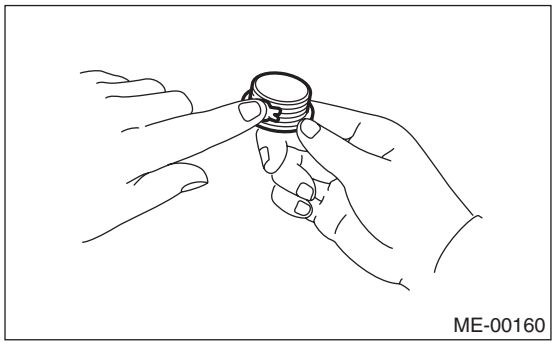
(3) Apply a coat of engine oil to piston pin, and insert the piston pin into piston and connecting rod through service hole.
(4) Install the snap ring.

NOTE:
Use new snap rings.



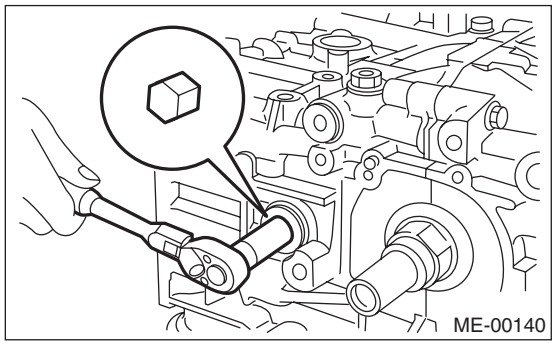
(5) Apply liquid gasket to the bolt threads of service plug.

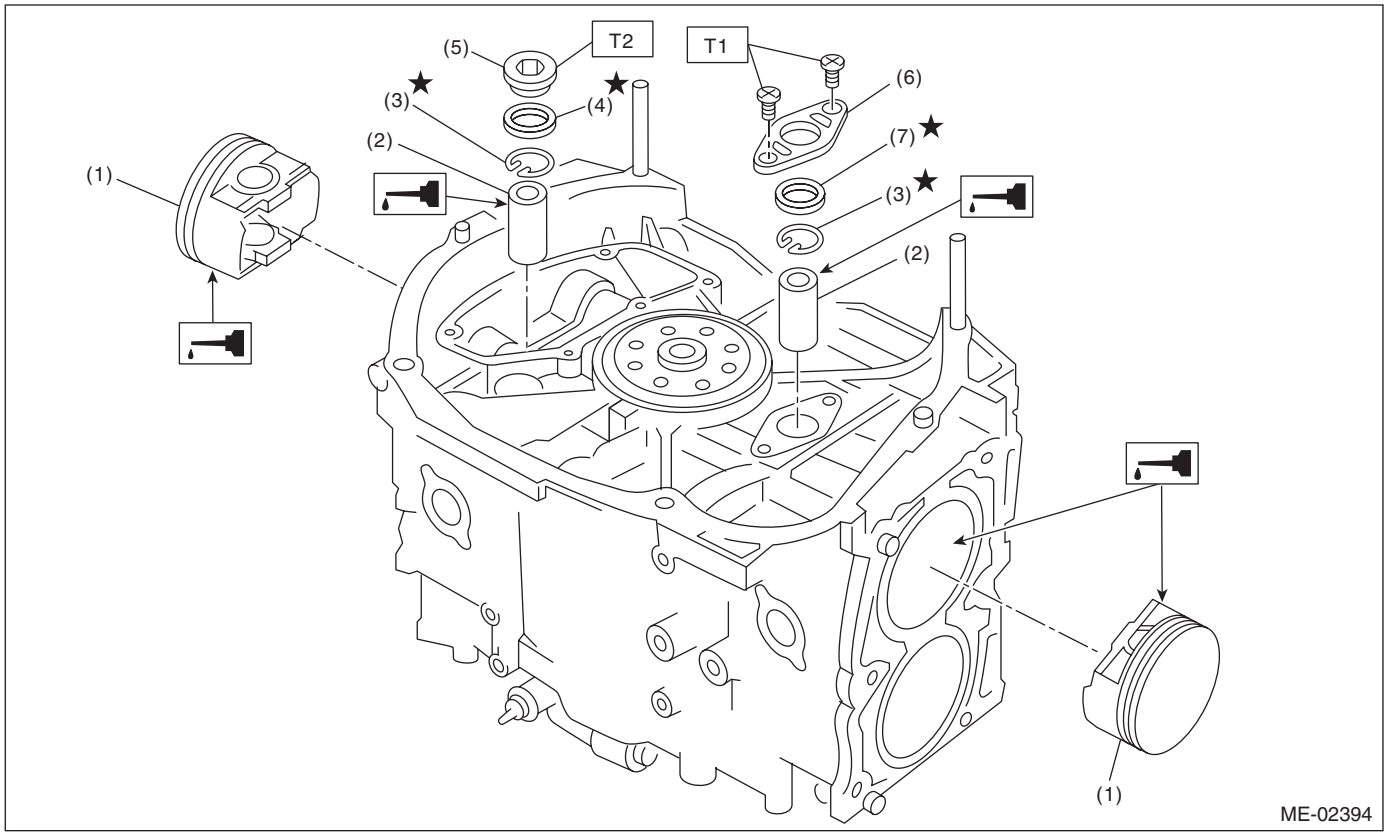
Liquid gasket:
THREE BOND 1105 (Part No. 004403010) or equivalent



(6) Install the service hole plug and gasket.

NOTE:
Use a new gasket.





(1) Piston
(2) Piston pin
(3) Snap ring
(4) Gasket
(5) Service hole plug
(6) Service hole cover
(7) O-ring

Tightening torque:N·m (kgf-m, ft-lb)
T1: 6.4 (0.65, 4.7)
T2: 70 (7.1, 51.6)

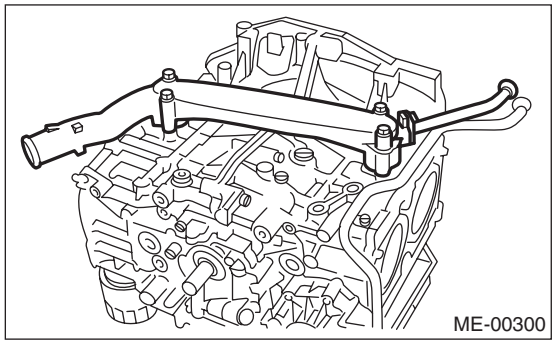
(7) Set the parts so that the #3 and #4 cylinders are on the upper side. Following the same procedures as used for #1 and #2 cylinders, install the pistons and piston pins.
(8) Install the service hole cover and O-ring.

NOTE:
Use new O-rings.

22) Install the water pipe.

NOTE:
Use new O-rings.

Tightening torque:
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



23) Install the baffle plate.

Tightening torque:
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

24) Install the oil strainer to cylinder block.

NOTE:
Use new O-rings.

Tightening torque:
10 N·m (1.0 kgf-m, 7.2 ft-lb)

25) Install the oil strainer stay.

NOTE:
Tighten the oil strainer stay together with the baffle plate.

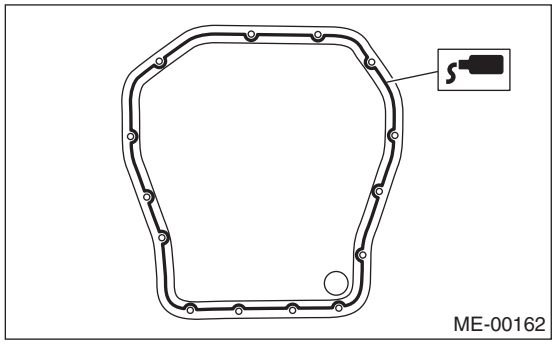
Tightening torque:
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

26) Apply liquid gasket to the mating surfaces of the oil pan, and install the oil pan.

NOTE:
Install within 5 min. after applying liquid gasket.

Liquid gasket:
THREE BOND 1217G (Part No. K0877Y0100) or equivalent

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)

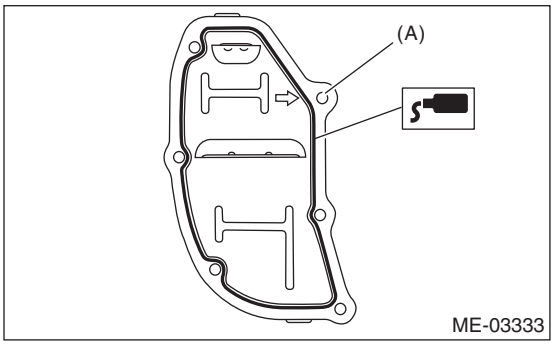


27) Apply liquid gasket to the mating surfaces of the oil separator cover and the threaded portion of bolt (A) shown in the figure (when reusing the bolt), and then install the oil separator cover.

NOTE:
- Install within 5 min. after applying liquid gasket.
- Use a new oil separator cover.

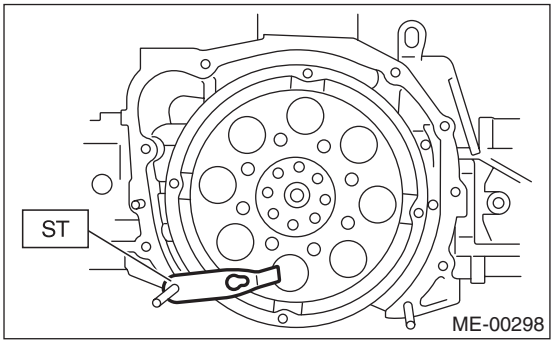
Liquid gasket:
- ***Mating surface***
  THREE BOND 1217G (Part No. K0877Y0100) or equivalent
- ***Bolt (A) thread (when reusing the bolt)***
  THREE BOND 1324 (Part No. 004403042) or equivalent

Tightening torque:
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



28) Install the flywheel. (MT model)
<Ref. to CL-15, INSTALLATION, Flywheel.>
29) Install the drive plate. (AT model)
To lock the crankshaft, use the ST.
ST 498497100 CRANKSHAFT STOPPER

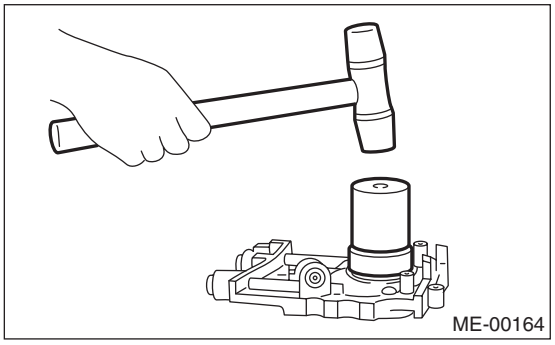
Tightening torque:
72 N·m (7.3 kgf-m, 53.1 ft-lb)



30) Install the clutch disc and cover. (MT model)
<Ref. to CL-12, INSTALLATION, Clutch Disc and Cover.>

31) Install the oil pump.
(1) Using the ST, install the front oil seal.

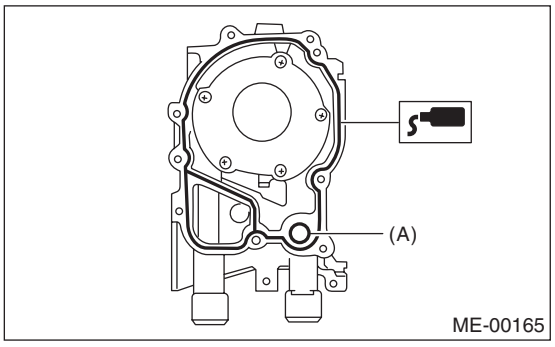
NOTE:
Use a new front oil seal.
ST 499587100 OIL SEAL INSTALLER



(2) Apply liquid gasket to the matching surface of oil pump.

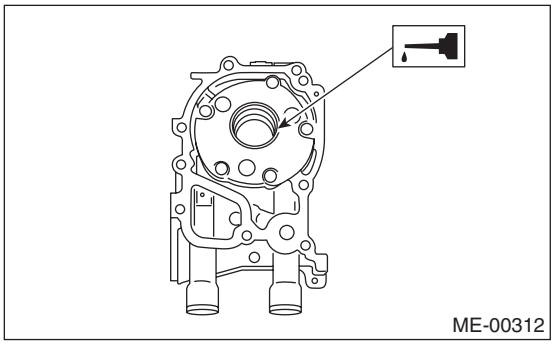
NOTE:
Install within 5 min. after applying liquid gasket.

Liquid gasket:
THREE BOND 1217G (Part No. K0877Y0100) or equivalent



(A) O-ring

(3) Apply a coat of engine oil to the inside of oil seal.



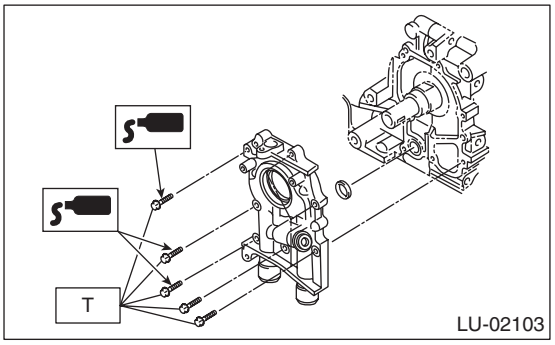
(4) Install the oil pump to cylinder block. Be careful not to damage the oil seal during installation.

NOTE:
- Make sure the oil seal lip is not folded.
- Align the flat surface of oil pump's inner rotor with crankshaft before installation.
- Use new O-rings and oil seals.
- Do not forget to assemble O-rings.

(5) Apply liquid gasket to the three bolts thread shown in figure. (when reusing the bolt)

Liquid gasket:
THREE BOND 1324 (Part No. 004403042) or equivalent

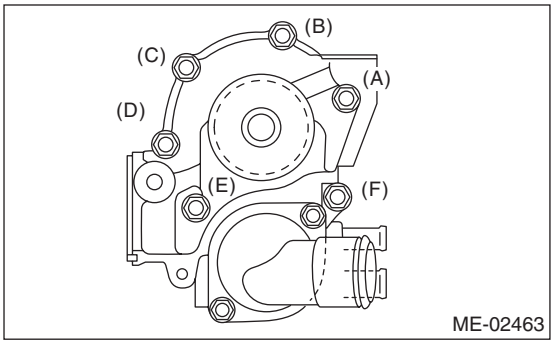
Tightening torque:
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



32) Install the water pump and gasket.

NOTE:
- When installing the water pump, tighten bolts in two stages in alphabetical sequence as shown in the figure.
- Use a new gasket.

Tightening torque:
First: 12 N·m (1.2 kgf-m, 8.9 ft-lb)
Second: 12 N·m (1.2 kgf-m, 8.9 ft-lb)



33) Install the water by-pass pipe for heater.

Tightening torque:
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

34) Install the oil filter.
<Ref. to LU(H4SO)-25, INSTALLATION, Engine Oil Filter.>

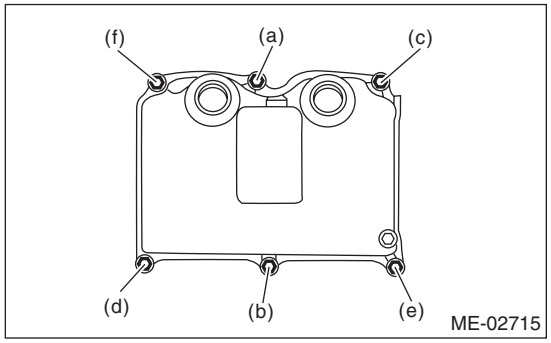
35) Install the cylinder head. <Ref. to ME(H4SO)-62, INSTALLATION, Cylinder Head.>
36) Install the camshaft. <Ref. to ME(H4SO)-58, INSTALLATION, Camshaft.>
37) Install the valve rocker assembly. <Ref. to ME(H4SO)-54, INSTALLATION, Valve Rocker Assembly.>
38) Install the crank sprocket.
<Ref. to ME(H4SO)-52, INSTALLATION, Crank Sprocket.>
39) Install the cam sprocket. <Ref. to ME(H4SO)-50, INSTALLATION, Cam Sprocket.>
40) Install the timing belt. <Ref. to ME(H4SO)-46, INSTALLATION, Timing Belt.>
41) Adjust the valve clearance. <Ref. to ME(H4SO)-31, ADJUSTMENT, Valve Clearance.>
42) Install the rocker cover.
(1) Install the rocker cover gasket to the rocker cover.

NOTE:
Use a new rocker cover gasket.

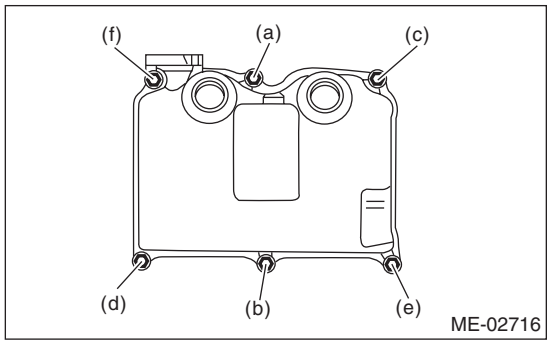
(2) Tighten the bolts in two stages in alphabetical sequence as shown in figure.

Tightening torque:
First time
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)
Second time (tighten only (a) and (b))
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

RH side



LH side

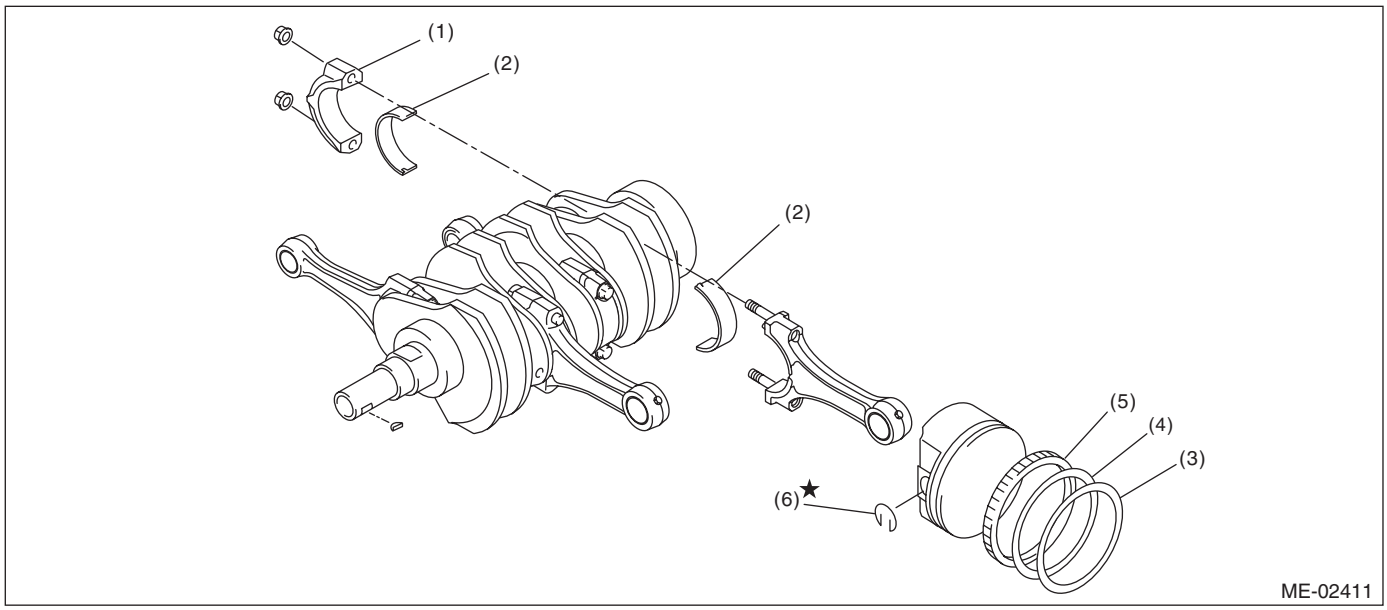


(3) Connect the PCV hose.
43) Install the timing belt cover.
<Ref. to ME(H4SO)-44, INSTALLATION, Timing Belt Cover.>
44) Install the crank pulley. <Ref. to ME(H4SO)-43, INSTALLATION, Crank Pulley.>
45) Install the intake manifold.
<Ref. to FU(H4SO)-15, INSTALLATION, Intake Manifold.>
46) Install the generator and A/C compressor with their brackets.

Tightening torque:
36 N·m (3.7 kgf-m, 26.6 ft-lb)

47) Install the V-belts. <Ref. to ME(H4SO)-41, INSTALLATION, V-belt.>

C: DISASSEMBLY



(1) Connecting rod cap
(2) Connecting rod bearing
(3) Top ring
(4) Second ring
(5) Oil ring
(6) Snap ring

1) Remove the connecting rod cap.
2) Remove the connecting rod bearing.

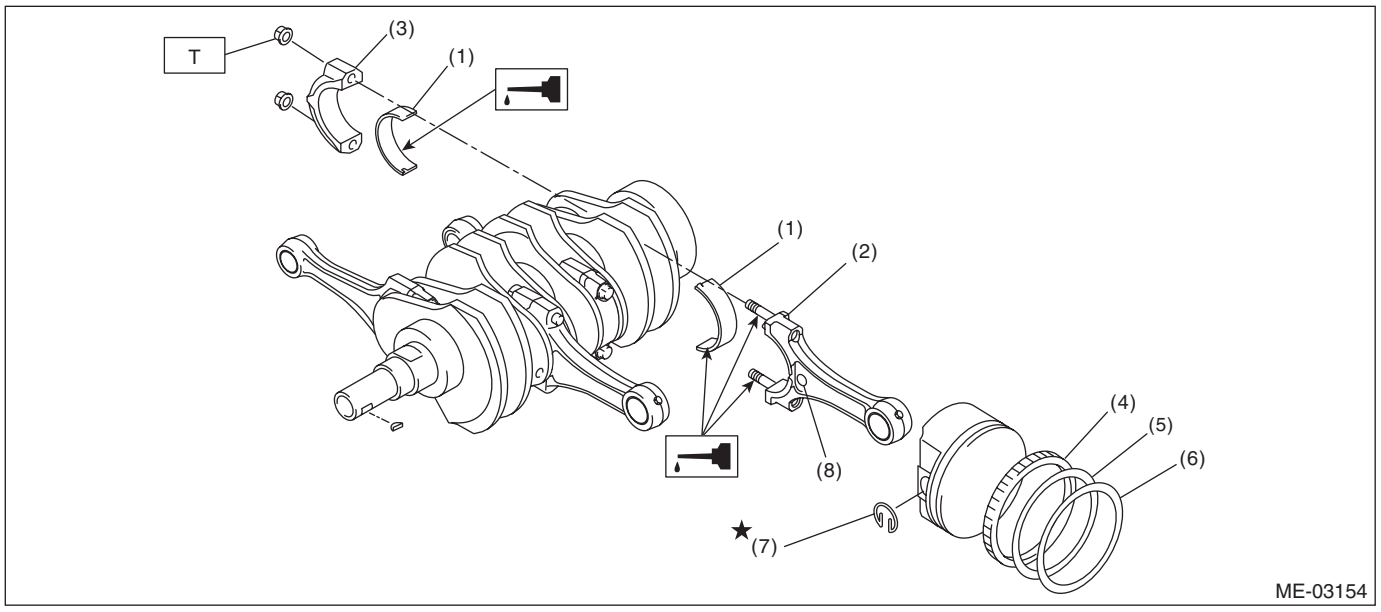
NOTE:
Keep the removed connecting rods, connecting rod caps and bearings in order so that they are kept in their original combinations/groups, and not mixed together.

3) Remove the piston rings using piston ring expander.
4) Remove the oil ring by hand.

NOTE:
Arrange the removed piston rings in proper order, to prevent confusion.

5) Remove the snap ring.

D: ASSEMBLY



(1)	Connecting rod bearing	(5)	Second ring
(2)	Connecting rod	(6)	Top ring
(3)	Connecting rod cap	(7)	Snap ring
(4)	Oil ring	(8)	Side mark

Tightening torque:N·m (kgf-m, ft-lb)
T: 45 (4.6, 33.2)

1) Apply oil to the surface of the connecting rod bearings, and install the connecting rod bearings on connecting rods and connecting rod caps.
2) Position each connecting rod with a side mark facing forward, and install it.
3) Tighten the connecting rod cap with connecting rod nut. Make sure the arrow mark on connecting rod cap facing front during installation.

NOTE:
• Each connecting rod has its own mating cap. Make sure that they are assembled correctly by checking their matching number.
• When tightening the connecting rod nuts, apply oil on the threads.

Tightening torque:
45 N·m (4.6 kgf-m, 33.2 ft-lb)

4) Install the oil ring upper rail, expander and lower rail by hand.
5) Install the second ring and top ring using piston ring expander.

E: INSPECTION

1. CYLINDER BLOCK

1) Check for cracks or damage. Use liquid penetrant tester on the important sections to check for fissures. Check that there are no marks of gas leaking or water leaking on gasket installing surface.
2) Check the oil passages for clogging.
3) Inspect the cylinder block surface that mates with cylinder head for warping by using a straight edge, and correct by grinding if necessary.

Warping limit:
0.025 mm (0.00098 in)

Grinding limit:
0.1 mm (0.004 in)

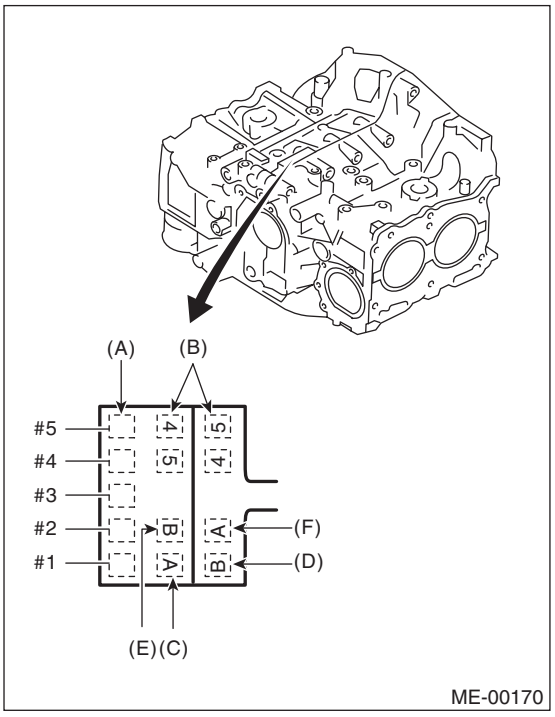
Standard height of cylinder block:
201.0 mm (7.91 in)

2. CYLINDER AND PISTON

1) The cylinder bore size is stamped on the cylinder block front upper surface.

NOTE:
• Measurement should be performed at a temperature of 20°C (68°F).
• Standard sized pistons are classified into two grades, “A” and “B”. These grades should be used as guide lines in selecting a standard piston.

Standard diameter:
A: 99.505 — 99.515 mm (3.9175 — 3.9179 in)
B: 99.495 — 99.505 mm (3.9171 — 3.9175 in)



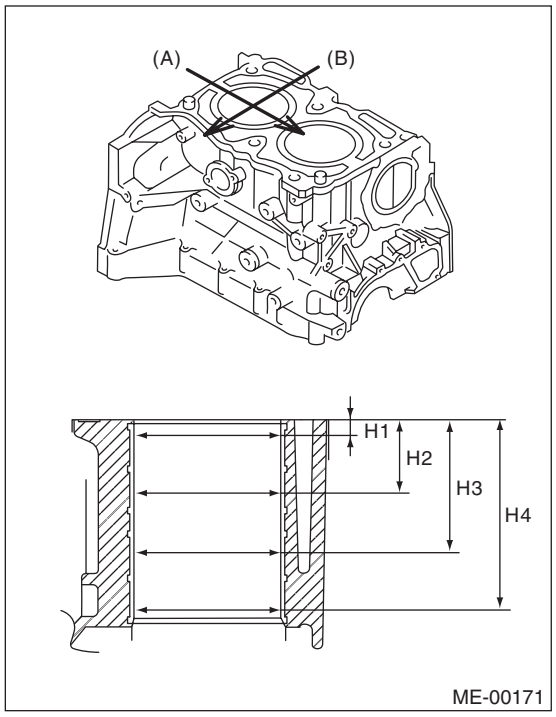
(A) Main journal size mark
(B) Cylinder block (RH)-(LH) combination mark
(C) #1 cylinder bore size mark
(D) #2 cylinder bore size mark
(E) #3 cylinder bore size mark
(F) #4 cylinder bore size mark

2) Cylinder inner diameter measurement
Measure the inner diameter of each cylinder in both the thrust and piston pin directions at the heights as shown in the figure, using a cylinder bore gauge.

NOTE:
Measurement should be performed at a temperature of 20°C (68°F).

Taper:
Standard:
0.015 mm (0.0006 in)
Service limit:
0.050 mm (0.0020 in)

Out-of-roundness:
Standard:
0.010 mm (0.0004 in)
Service limit:
0.050 mm (0.0020 in)



(A) Piston pin direction
(B) Thrust direction
H1 10 mm (0.39 in)
H2 45 mm (1.77 in)
H3 80 mm (3.15 in)
H4 115 mm (4.53 in)

3) When the piston is to be replaced due to general wear or cylinder wear, select a suitable sized piston by measuring the piston clearance.

4) How to measure the outer diameter of each cylinder:
Measure the outer diameter of each piston at the height as shown in the figure. (Thrust direction)

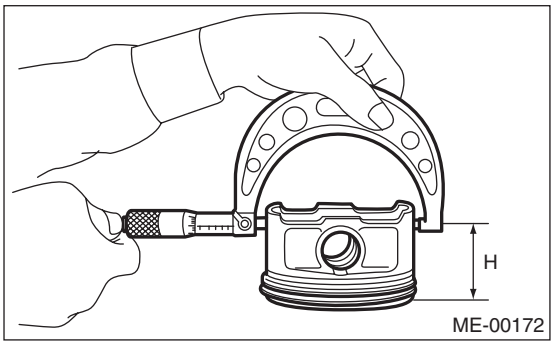
NOTE:
Measurement should be performed at a temperature of 20°C (68°F).

Piston grade point H:
38.2 mm (1.504 in)

Standard:
A: 99.505 — 99.515 mm (3.9175 — 3.9179 in)
B: 99.495 — 99.505 mm (3.9171 — 3.9175 in)

0.25 mm (0.0098 in) oversize:
99.745 — 99.765 mm (3.9270 — 3.9278 in)

0.50 mm (0.0197 in) oversize:
99.995 — 100.015 mm (3.9368 — 3.9376 in)



5) Calculate the clearance between cylinder and piston.

NOTE:
Measurement should be performed at a temperature of 20°C (68°F).

Cylinder to piston clearance at 20°C (68°F):
Standard:
–0.010 — 0.010 mm (–0.00039 — 0.00039 in)
Service limit:
0.030 mm (0.0012 in)

6) Boring and honing
(1) If the value of taper, out-of-roundness, or cylinder-to-piston clearance measured exceeds the limit or if there is any damage on the cylinder wall, rebore it to use an oversize piston.

CAUTION:
When any of the cylinders needs reboring, all other cylinders must be bored at the same time, and replace to oversize pistons.

(2) If the cylinder inner diameter exceeds the limit after boring and honing, replace the cylinder block.

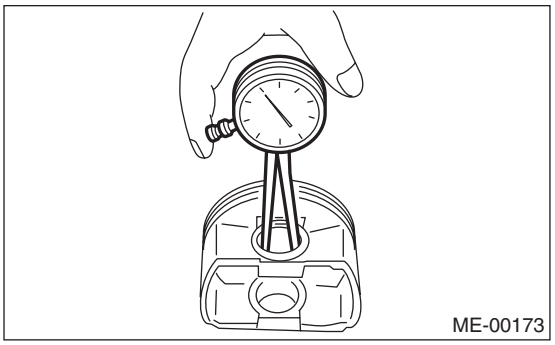
NOTE:
Immediately after reboring, the cylinder diameter may differ from its real diameter due to temperature rise. Thus, when measuring the cylinder diameter, wait until it has cooled to room temperature.

Cylinder inner boring limit (diameter):
To 100.005 mm (3.9372 in)

3. PISTON AND PISTON PIN

1) Check the piston and piston pin for breaks, cracks or wear. Replace if faulty.
2) Check the piston ring groove for wear and damage. Replace if faulty.
3) Make sure that the piston pin can be inserted into the piston pin hole with a thumb at 20°C (68°F). Replace if faulty.

Clearance between piston hole and piston pin:
Standard:
0.004 — 0.008 mm (0.0002 — 0.0003 in)
Service limit:
0.020 mm (0.0008 in)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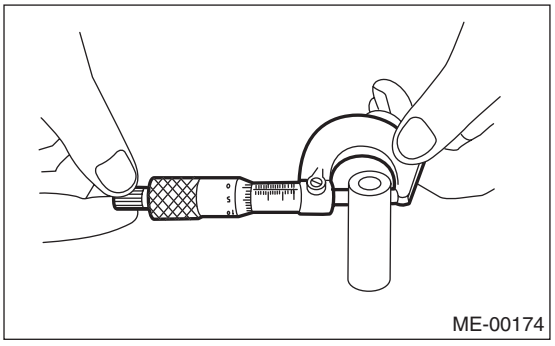
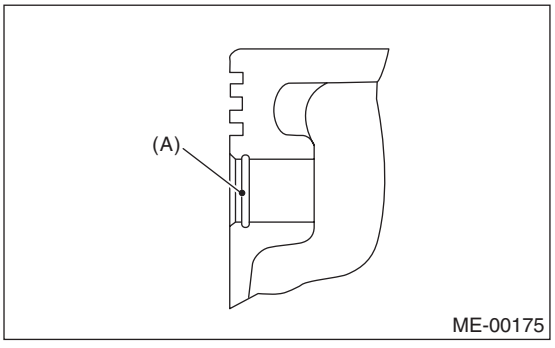

ME-00174

4) Check the snap ring installation groove (A) on the piston for burr. If necessary, remove burr from the groove so that the piston pin can lightly move.



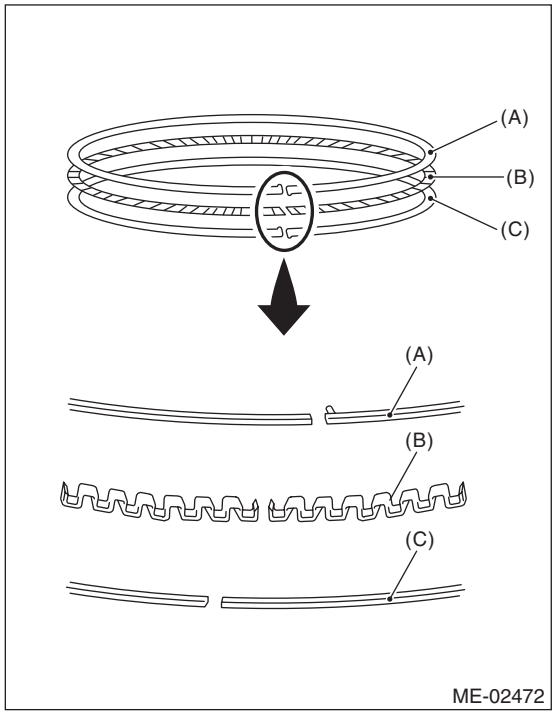
ME-00175

5) Check the piston pin snap ring for distortion, cracks and wear.

4. PISTON RING

1) If the piston ring is broken, damaged and worn, or if its tension is insufficient, or when the piston is replaced, replace the piston ring with a new part of the same size as the piston.

NOTE:
• Marks that shows the installing direction are shown on the end of top and second rings. When installing them to piston, face these marks to the top side.
• Oil ring consists of the upper rail, expander and lower rail. When installing the oil ring on piston, be careful of each rails direction.

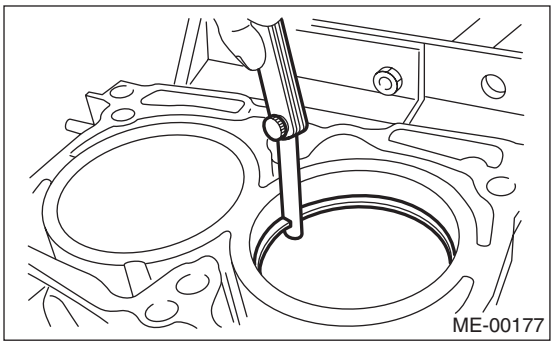


(A) Upper rail
(B) Expander
(C) Lower rail

2) Squarely place the piston ring and oil ring in cylinder using the piston, and measure the piston ring gap with a thickness gauge.

mm (in)

		Standard	Limit
Piston ring gap	Top ring	0.20 — 0.35 (0.0079 — 0.0138)	1.0 (0.039)
	Second ring	0.37 — 0.52 (0.0144 — 0.0203)	
	Oil ring rail	0.20 — 0.50 (0.0079 — 0.0197)	1.5 (0.059)

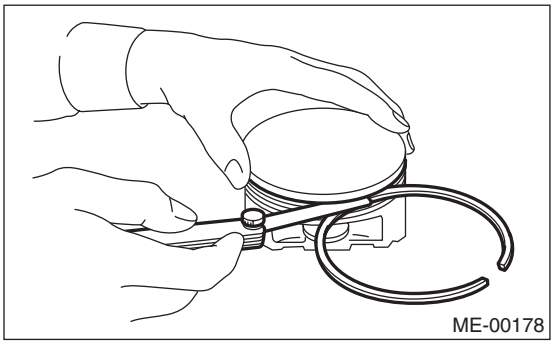


3) Fit the piston ring straight into the piston ring groove, then measure the clearance between piston ring and piston ring groove with a thickness gauge.

NOTE:
Before measuring the clearance, clean the piston ring groove and piston ring.

mm (in)

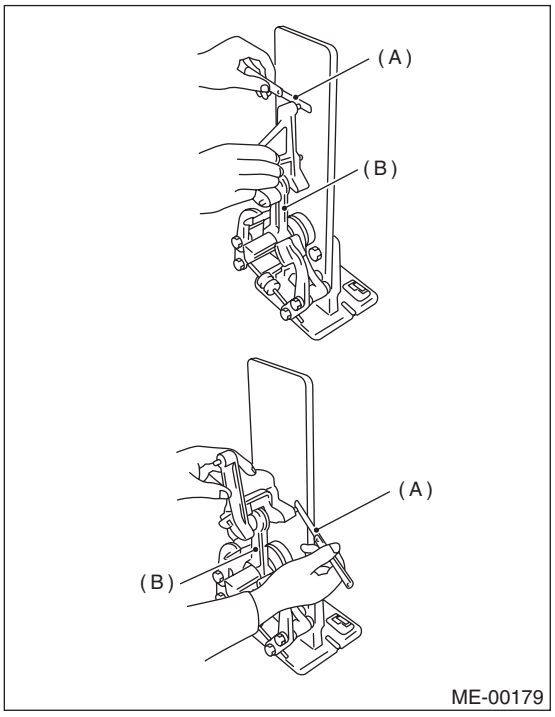
		Standard	Limit
Clearance between piston ring and piston ring groove	Top ring	0.040 — 0.080 (0.0016 — 0.0031)	0.15 (0.059)
	Second ring	0.030 — 0.070 (0.0012 — 0.0028)	



5. CONNECTING ROD

1) Replace the connecting rod, if the large or small end thrust surface is damaged.
2) Check for bend or twist using a connecting rod aligner. Replace the connecting rod if the bend or twist exceeds the limit.

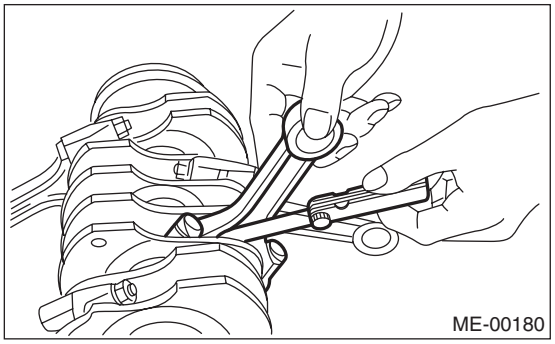
Limit of bend or twist per 100 mm (3.94 in) in length:
0.10 mm (0.0039 in)



(A) Thickness gauge
(B) Connecting rod

3) Install the connecting rod fitted with bearing to the crankshaft, and measure the thrust clearance using a thickness gauge. Replace the connecting rod if the thrust clearance exceeds the limit.

Connecting rod thrust clearance:
Standard:
0.070 — 0.330 mm (0.0028 — 0.0130 in)
Service limit:
0.4 mm (0.016 in)



4) Inspect the connecting rod bearing for scar, peeling, seizure, melting, wear, etc.
5) Measure the oil clearance on each connecting rod bearing using plastigauge. If there is an oil clearance that exceeds the service limit, replace the defective bearing with a new standard or undersized bearing as necessary.

Connecting rod oil clearance:
Standard:
0.016 — 0.044 mm (0.00063 — 0.0017 in)
Service limit:
0.05 mm (0.0020 in)

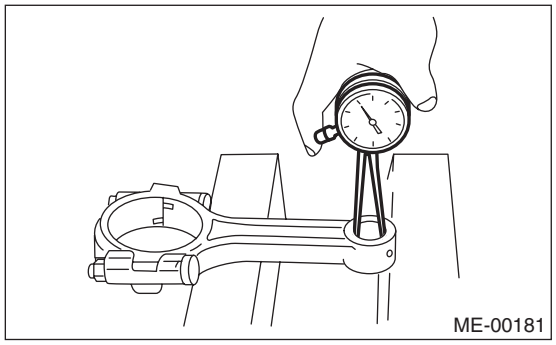
Unit: mm (in)

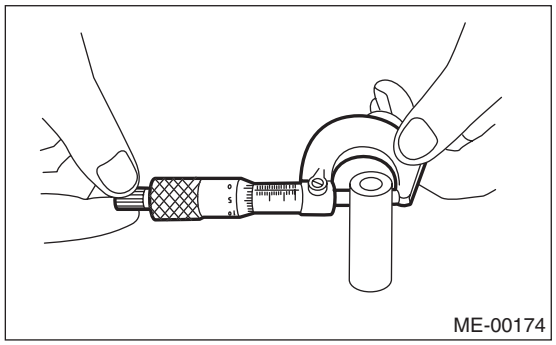
Bearing	Bearing size (Thickness at center)	Outer diameter of crank pin
Standard	1.492 — 1.501 (0.0587 — 0.0591)	51.984 — 52.000 (2.0466 — 2.0472)
0.03 (0.0012) Undersize	1.510 — 1.513 (0.0594 — 0.0596)	51.954 — 51.970 (2.0454 — 2.0461)
0.05 (0.0020) Undersize	1.520 — 1.523 (0.0598 — 0.0600)	51.934 — 51.950 (2.0446 — 2.0453)
0.25 (0.0098) Undersize	1.620 — 1.623 (0.0638 — 0.0639)	51.734 — 51.750 (2.0368 — 2.0374)

6) Inspect the bushing at connecting rod small end, and replace with a new part if worn or damaged.

7) Measure the piston pin clearance at connecting rod small end. Replace with a new part if the clearance exceeds the limit.

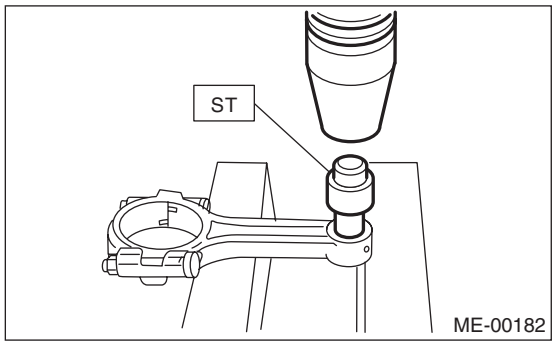
Clearance between piston pin and bushing:
Standard:
0 — 0.022 mm (0 — 0.0009 in)
Service limit:
0.030 mm (0.0012 in)





8) The replacement procedure for the connecting rod small end bushing is as follows.
(1) Remove the bushing from connecting rod with ST and press.
(2) Press the bushing with the ST after applying oil on the periphery of new bushing.

ST 499037100 CONNECTING ROD BUSHING REMOVER AND INSTALLER



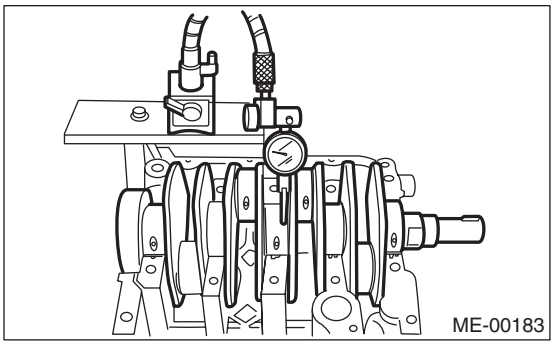
(3) Make two 3 mm (0.12 in) holes in the pressed bushing by aligning with the pre-manufactured holes on the connecting rod, and ream the inside of the bushing.
(4) After completion of reaming, clean the bushing to remove chips.

6. CRANKSHAFT AND CRANKSHAFT BEARING

1) Clean the crankshaft completely, and check it for cracks using liquid penetrant tester. If defective, replace the crankshaft.
2) Measure the bend of crankshaft. If it exceeds the limit, correct or replace it.

NOTE:
If a suitable V-block is not available, using just the #1 and #5 crankshaft bearings on cylinder block, position the crankshaft on cylinder block. Then, measure the crankshaft bend using a dial gauge.

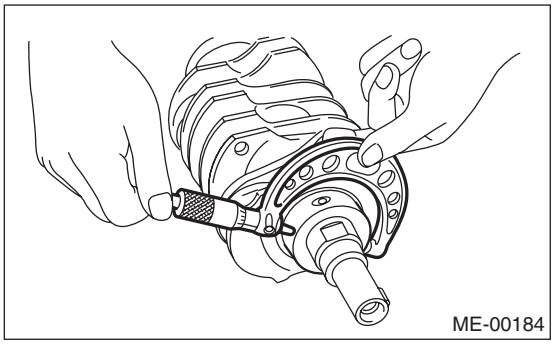
Crankshaft bend limit:
0.035 mm (0.0014 in)



3) Inspect the crank journal and crank pin for wear. If they are not within the specification, replace the bearing with a suitable (undersize) one, and replace or grind to correct the crankshaft as necessary. When grinding the crank journal or crank pin, finish them to the specified dimensions according to the undersize bearing to be used.

Crank pin:
Out-of-roundness
0.003 mm (0.0001 in)
Cylindricality
0.004 mm (0.0002 in)
Grinding limit (dia.)
To 51.750 mm (2.0374 in)

Crank journal:
Out-of-roundness
0.005 mm (0.0002 in)
Cylindricality
0.006 mm (0.0002 in)
Grinding limit (dia.)
To 59.758 mm (2.3527 in) dia.

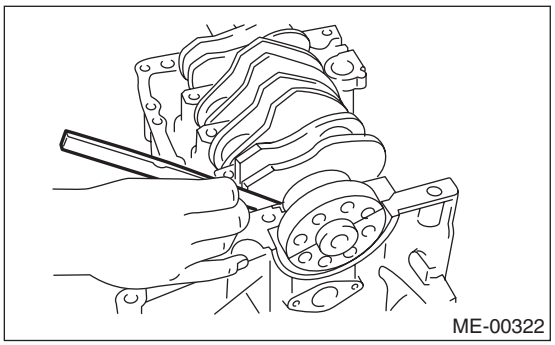


Unit: mm (in)

		Crank journal outer diameter		Crank pin outer diameter
		#1, #3	#2, #4, #5	
Standard	Journal O.D.	59.992 — 60.008 (2.3619 — 2.3625)	59.992 — 60.008 (2.3619 — 2.3625)	51.984 — 52.000 (2.0466 — 2.0472)
	Bearing size (Thickness at center)	1.998 — 2.011 (0.0787 — 0.0792)	2.000 — 2.013 (0.0787 — 0.0793)	1.492 — 1.501 (0.0587 — 0.0591)
0.03 (0.0012) Undersize	Journal O.D.	59.962 — 59.978 (2.3607 — 2.3613)	59.962 — 59.978 (2.3607 — 2.3613)	51.954 — 51.970 (2.0454 — 2.0461)
	Bearing size (Thickness at center)	2.017 — 2.020 (0.0794 — 0.0795)	2.019 — 2.022 (0.0795 — 0.0796)	1.510 — 1.513 (0.0594 — 0.0596)
0.05 (0.0020) Undersize	Journal O.D.	59.942 — 59.958 (2.3599 — 2.3605)	59.942 — 59.958 (2.3599 — 2.3605)	51.934 — 51.950 (2.0446 — 2.0453)
	Bearing size (Thickness at center)	2.027 — 2.030 (0.0798 — 0.0799)	2.029 — 2.032 (0.0799 — 0.0800)	1.520 — 1.523 (0.0598 — 0.0600)
0.25 (0.0098) Undersize	Journal O.D.	59.742 — 59.758 (2.3520 — 2.3527)	59.742 — 59.758 (2.3520 — 2.3527)	51.734 — 51.750 (2.0368 — 2.0374)
	Bearing size (Thickness at center)	2.127 — 2.130 (0.0837 — 0.0839)	2.129 — 2.132 (0.0838 — 0.0839)	1.620 — 1.623 (0.0638 — 0.0639)

4) Use a thickness gauge to measure the thrust clearance of crankshaft at #5 crank journal bearing. If the clearance exceeds the limit, replace the bearing.

Crankshaft thrust clearance:
Standard:
0.030 — 0.115 mm (0.0012 — 0.0045 in)
Service limit:
0.25 mm (0.0098 in)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5) Inspect individual crankshaft bearings for signs of flaking, seizure, melting and wear.
6) Measure the oil clearance on each crankshaft bearing using plastigauge. If the measured value exceeds the limit, replace the defective bearing with an undersize part, and replace or grind to correct the crankshaft if necessary.

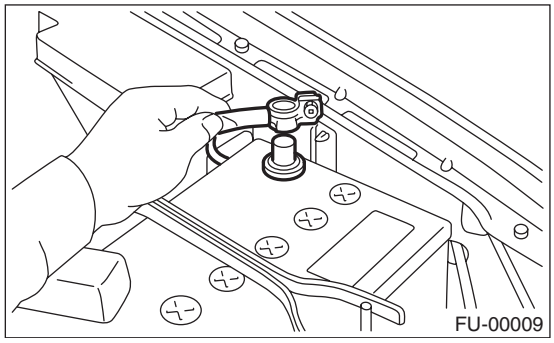
Crankshaft oil clearance:
Standard:
0.010 — 0.030 mm (0.0004 — 0.0012 in)
Service limit:
0.040 mm (0.0016 in)

22.Oil Switching Solenoid Valve

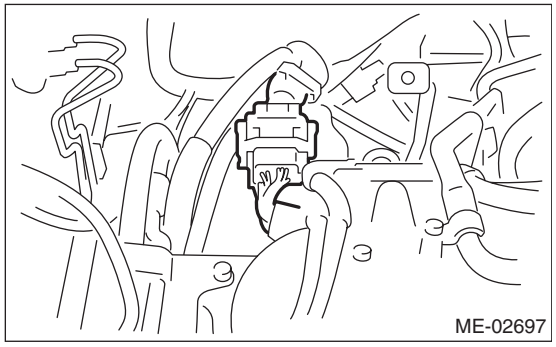
A: REMOVAL

1. RH SIDE

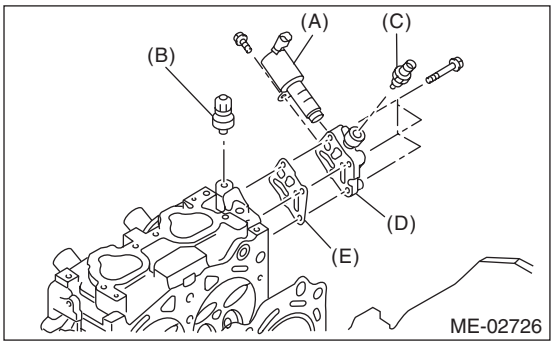
1) Disconnect the ground cable from the battery.



2) Remove the air intake chamber.
<Ref. to IN(H4SO)-6, REMOVAL, Air Intake Chamber.>
3) Remove the engine harness connector from the bracket.



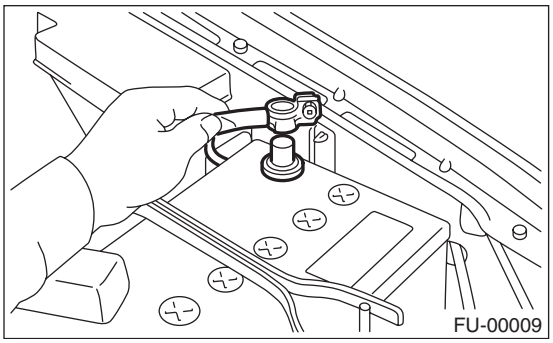
4) Disconnect the connector from the oil switching solenoid valve.
5) Remove the oil switching solenoid valve.
6) Remove the variable valve lift diagnosis oil pressure switch.
<Ref. to FU(H4SO)-35, REMOVAL, Variable Valve Lift Diagnosis Oil Pressure Switch.>
7) Remove the oil temperature sensor.
<Ref. to FU(H4SO)-36, REMOVAL, Oil Temperature Sensor.>
8) Remove the oil switching solenoid valve holder from the cylinder head.



(A) Oil switching solenoid valve
(B) Variable valve lift diagnosis oil pressure switch
(C) Oil temperature sensor
(D) Oil switching solenoid valve holder
(E) Gasket

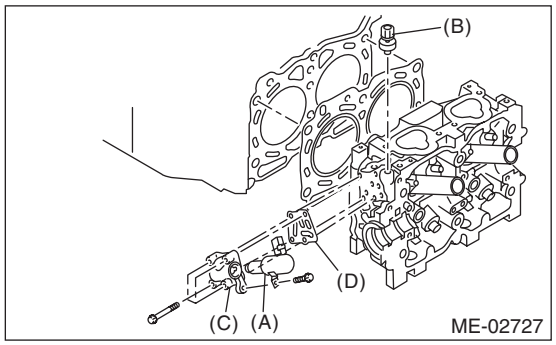
2. LH SIDE

1) Disconnect the ground cable from the battery.



2) Remove the V-belts.
<Ref. to ME(H4SO)-41, REMOVAL, V-belt.>
3) Remove the crank pulley.
<Ref. to ME(H4SO)-43, REMOVAL, Crank Pulley.>
4) Remove the timing belt cover.
<Ref. to ME(H4SO)-44, REMOVAL, Timing Belt Cover.>
5) Remove the timing belt.
<Ref. to ME(H4SO)-45, REMOVAL, Timing Belt.>
6) Remove the cam sprocket.
<Ref. to ME(H4SO)-50, REMOVAL, Cam Sprocket.>
7) Remove the timing belt cover No. 2 (LH).
8) Disconnect the connector from the oil switching solenoid valve.
9) Remove the oil switching solenoid valve.
10) Remove the variable valve lift diagnosis oil pressure switch.
<Ref. to FU(H4SO)-35, REMOVAL, Variable Valve Lift Diagnosis Oil Pressure Switch.>

11) Remove the oil switching solenoid valve holder from the cylinder head.



(A) Oil switching solenoid valve
(B) Variable valve lift diagnosis oil pressure switch
(C) Oil switching solenoid valve holder
(D) Gasket

B: INSTALLATION

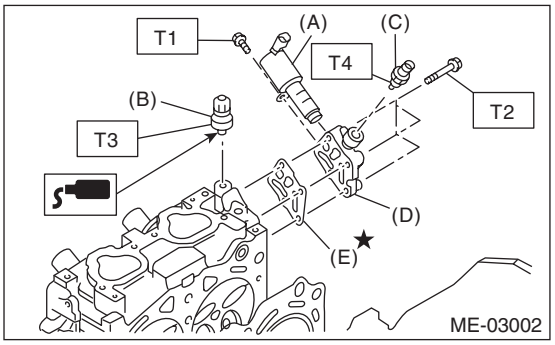
1. RH SIDE

Install in the reverse order of removal.

NOTE:
- Use a new gasket.
- Apply liquid gasket to the variable valve lift diagnosis oil pressure switch threads.
- Install the oil switching solenoid valve to the holder, then install it to the cylinder head.

Liquid gasket:
THREE BOND 1324 (Part No. 004403042) or equivalent

Tightening torque:
T1
8 N·m (0.8 kgf-m, 5.9 ft-lb)
T2
10 N·m (1.0 kgf-m, 7.4 ft-lb)
T3
17 N·m (1.7 kgf-m, 12.5 ft-lb)
T4
18 N·m (1.8 kgf-m, 13.3 ft-lb)



(A) Oil switching solenoid valve
(B) Variable valve lift diagnosis oil pressure switch
(C) Oil temperature sensor
(D) Oil switching solenoid valve holder
(E) Gasket

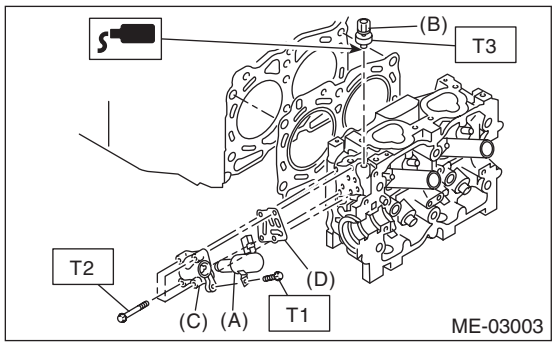
2. LH SIDE

Install in the reverse order of removal.

NOTE:
- Use a new gasket.
- Apply liquid gasket to the variable valve lift diagnosis oil pressure switch threads.
- Install the oil switching solenoid valve to the holder, then install it to the cylinder head.

Liquid gasket:
THREE BOND 1324 (Part No. 004403042) or equivalent

Tightening torque:
T1
8 N·m (0.8 kgf-m, 5.9 ft-lb)
T2
10 N·m (1.0 kgf-m, 7.4 ft-lb)
T3
17 N·m (1.7 kgf-m, 12.5 ft-lb)



(A) Oil switching solenoid valve
(B) Variable valve lift diagnosis oil pressure switch
(C) Oil switching solenoid valve holder
(D) Gasket

23.Intake and Exhaust Valve

A: SPECIFICATION

Refer to “Cylinder Head” for removal and installation procedures of intake and exhaust valves. <Ref. to ME(H4SO)-61, REMOVAL, Cylinder Head.> <Ref. to ME(H4SO)-62, INSTALLATION, Cylinder Head.>

24.Piston

A: SPECIFICATION

Refer to “Cylinder Block” for removal and installation procedures of pistons. <Ref. to ME(H4SO)-70, REMOVAL, Cylinder Block.> <Ref. to ME(H4SO)-74, INSTALLATION, Cylinder Block.>

25.Connecting Rod

A: SPECIFICATION

Refer to “Cylinder Block” for removal and installation procedures of connecting rod.
<Ref. to ME(H4SO)-70, REMOVAL, Cylinder Block.>
<Ref. to ME(H4SO)-74, INSTALLATION, Cylinder Block.>

26.Crankshaft

A: SPECIFICATION

Refer to “Cylinder Block” for removal and installation procedures of the crankshaft. <Ref. to ME(H4SO)-70, REMOVAL, Cylinder Block.> <Ref. to ME(H4SO)-74, INSTALLATION, Cylinder Block.>

27.Engine Trouble in General

A: INSPECTION

NOTE:
“RANK” shown in the chart refers to the possibility of the cause of trouble in order “Very often” to “Rarely”
A — Very often
B — Sometimes
C — Rarely

Symptoms	Problem parts etc.	Possible cause	RANK
1. Engine does not start.			
1) Starter does not turn.	Starter	Defective battery-to-starter harness	B
		Defective starter switch	C
		Defective inhibitor switch	C
		Defective starter	B
	Battery	Improper connection of terminal	A
		Run-down battery	A
		Defective charging system	B
	Friction	Seizure of crankshaft and connecting rod bearing	C
		Seized camshaft	C
		Seized or stuck piston and cylinder	C
2) Initial combustion does not occur.	Starter	Defective starter	C
	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Fuel line	Defective fuel pump and relay	A
		Clogged fuel line	C
		Lack of or insufficient fuel	B
	Timing belt	Degradation, etc.	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B

Symptoms	Problem parts etc.	Possible cause	RANK
3) Initial combustion occurs.	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Defective intake manifold gasket	B
		Defective throttle body gasket	B
	Fuel line	Defective fuel pump and relay	C
		Clogged fuel line	C
		Lack of or insufficient fuel	B
	Timing belt	Degradation, etc.	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B
4) Engine stalls after initial combustion.	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	B
		Loosened or cracked PCV hose	C
		Loosened or cracked vacuum hose	C
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Dirty air cleaner element	C
	Fuel line	Clogged fuel line	C
		Lack of or insufficient fuel	B
	Timing belt	Degradation, etc.	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B

Symptoms	Problem parts etc.	Possible cause	RANK
2. Rough idle and engine stall	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	A
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	C
		Loosened oil filler cap	B
		Dirty air cleaner element	C
	Fuel line	Defective fuel pump and relay	C
		Clogged fuel line	C
		Lack of or insufficient fuel	B
	Timing belt	Defective timing	C
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	B
		Loosened cylinder head bolt or defective gasket	B
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	B
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
	Lubrication system	Incorrect oil pressure	B
		Defective rocker cover gasket	C
	Cooling system	Overheating	C
	Others	Evaporative emission control system malfunction	A
		Stuck or damaged throttle valve	B

Symptoms	Problem parts etc.	Possible cause	RANK
3. Low output, hesitation and poor acceleration	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	B
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	B
		Loosened oil filler cap	B
		Dirty air cleaner element	A
	Fuel line	Defective fuel pump and relay	B
		Clogged fuel line	B
		Lack of or insufficient fuel	C
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	B
		Loosened cylinder head bolt or defective gasket	B
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
	Lubrication system	Incorrect oil pressure	B
	Cooling system	Overheating	C
		Over-cooling	C
	Others	Evaporative emission control system malfunction	A
4. Surging	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	A
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	B
		Loosened oil filler cap	B
		Dirty air cleaner element	B
	Fuel line	Defective fuel pump and relay	B
		Clogged fuel line	B
		Lack of or insufficient fuel	C
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
	Cooling system	Overheating	B
	Others	Evaporative emission control system malfunction	C

Symptoms	Problem parts etc.	Possible cause	RANK
5. Engine does not return to idle.	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked vacuum hose	A
	Others	Stuck or damaged throttle valve	A
6. Dieseling (Run-on)	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Cooling system	Overheating	B
	Others	Evaporative emission control system malfunction	B
7. After burning in exhaust system	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	C
		Loosened or cracked PCV hose	C
		Loosened or cracked vacuum hose	B
		Defective PCV valve	B
		Loosened oil filler cap	C
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
	Lubrication system	Incorrect oil pressure	C
	Cooling system	Over-cooling	C
	Others	Evaporative emission control system malfunction	C
8. Knocking	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened oil filler cap	B
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	C
		Incorrect valve timing	B
	Cooling system	Overheating	A
9. Excessive engine oil consumption	Intake system	Loosened or cracked PCV hose	A
		Defective PCV valve	B
		Loosened oil filler cap	C
	Compression	Defective valve stem	A
		Worn or stuck piston rings, cylinder and piston	A
	Lubrication system	Loosened oil pump attaching bolts and defective gasket	B
		Defective oil filter gasket	B
		Defective crankshaft oil seal	B
		Defective rocker cover gasket	B
		Loosened oil drain plug or defective gasket	B
		Loosened oil pan fitting bolts or defective oil pan	B

Symptoms	Problem parts etc.	Possible cause	RANK
10. Excessive fuel consumption	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Dirty air cleaner element	A
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	B
		Incorrect valve timing	B
	Lubrication system	Incorrect oil pressure	C
	Cooling system	Over-cooling	C

28.Engine Noise

A: INSPECTION

Type of sound	Condition	Possible cause
Regular clicking sound	Sound increases as engine speed increases.	• Valve mechanism is defective. • Incorrect valve clearance • Worn valve rocker • Worn camshaft • Broken valve spring
Heavy and dull clank	Oil pressure is low.	• Worn crankshaft main bearing • Worn connecting rod bearing (large end)
	Oil pressure is normal.	Damaged engine mounting
High-pitched clank (Spark knock)	Sound is noticeable when accelerating with an overload condition.	• Ignition timing advanced • Accumulation of carbon inside combustion chamber • Wrong spark plug • Improper gasoline
Clank when engine speed is 1,000 to 2,000 rpm	Sound is reduced when fuel injector connector of noisy cylinder is disconnected. (NOTE*)	• Worn crankshaft main bearing • Worn connecting rod bearing (large end)
Knocking sound when engine is operating under idling speed and engine is warm	Sound is reduced when fuel injector connector of noisy cylinder is disconnected. (NOTE*)	• Worn cylinder liner and piston ring • Broken or stuck piston ring • Worn piston pin and hole at piston end of connecting rod
	Sound is not reduced if each fuel injector connector is disconnected in turn. (NOTE*)	• Worn cam sprocket • Worn camshaft journal bore in cylinder head
Squeaky sound	—	Insufficient generator lubrication
Rubbing sound	—	Poor contact of generator brush and rotor
Gear scream when starting engine	—	• Defective ignition starter switch • Worn gear and starter pinion
Sound like polishing glass with a dry cloth	—	• Loose V belt • Defective water pump shaft
Hissing sound	—	• Insufficient compression • Air leakage in air intake system, hose, connection or manifold
Timing belt noise	—	• Loose timing belt • Belt contacting with case/adjacent part
Valve noise	—	Incorrect valve clearance

NOTE*)
When disconnecting the fuel injector connector, the malfunction indicator light illuminates and DTC is stored in ECM memory. Therefore, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-52, PROCEDURE, Inspection Mode.> after connecting the fuel injector connector.

1. General Description

A: SPECIFICATION

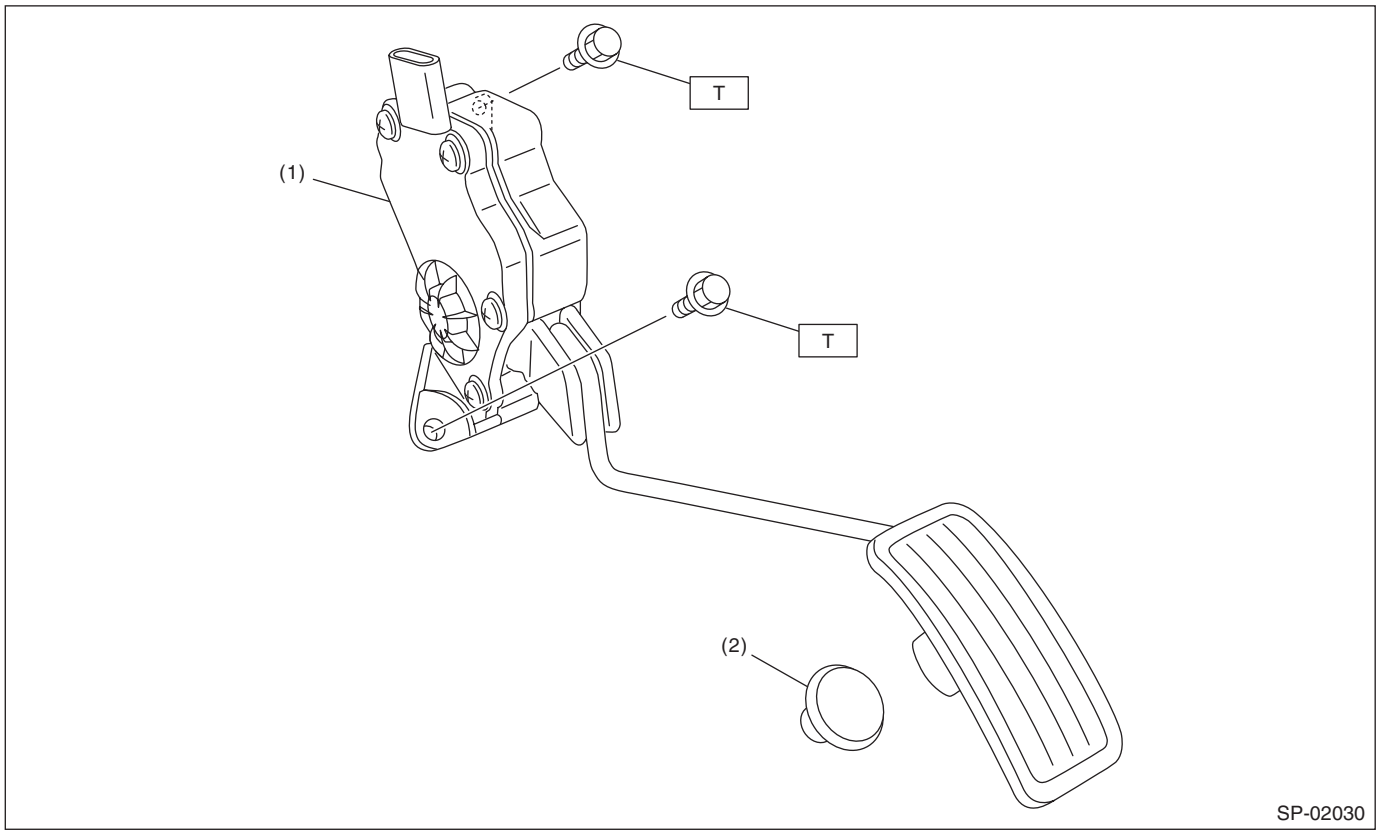
Specifications for the SOHC U5 model are the same as the SOHC model. <Ref. to ME(H4SO)-2, General Description.>

1. General Description

A: SPECIFICATION

Accelerator pedal	Stroke	At pedal pad	52 — 57 mm (2.05 — 2.24 in)

B: COMPONENT



(1) Accelerator pedal ASSY
(2) Accelerator stopper

Tightening torque:N·m (kgf-m, ft-lb)
T: 18 (1.8, 13.3)

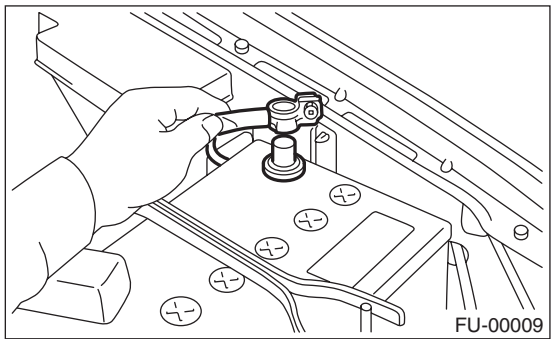
C: CAUTION

• Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
• Remove contamination including dirt and corrosion before removal or installation.
• Keep the parts in order and protect them from dust and dirt.
• Before removal or installation, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
• Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
• Be sure to tighten fasteners including bolts and nuts to the specified torque.
• Place shop jacks or rigid racks at the specified points.
• Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

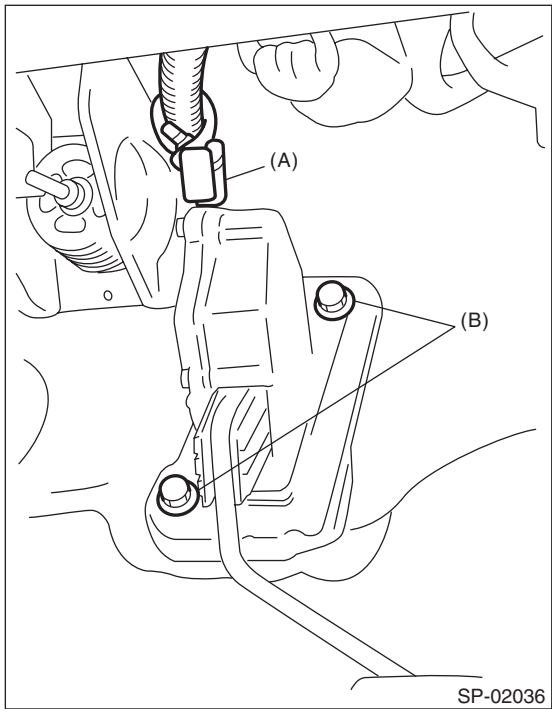
2. Accelerator Pedal

A: REMOVAL

1) Disconnect the ground cable from battery.



2) Disconnect the connector (A).
3) Remove the nut (B) securing accelerator pedal assembly.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)

C: DISASSEMBLY

NOTE:
Accelerator pedal cannot be disassembled.

1. General Description

A: SPECIFICATION

Specifications for the SOHC U5 model are the same as the SOHC model. <Ref. to SP(H4SO)-2, General Description.>

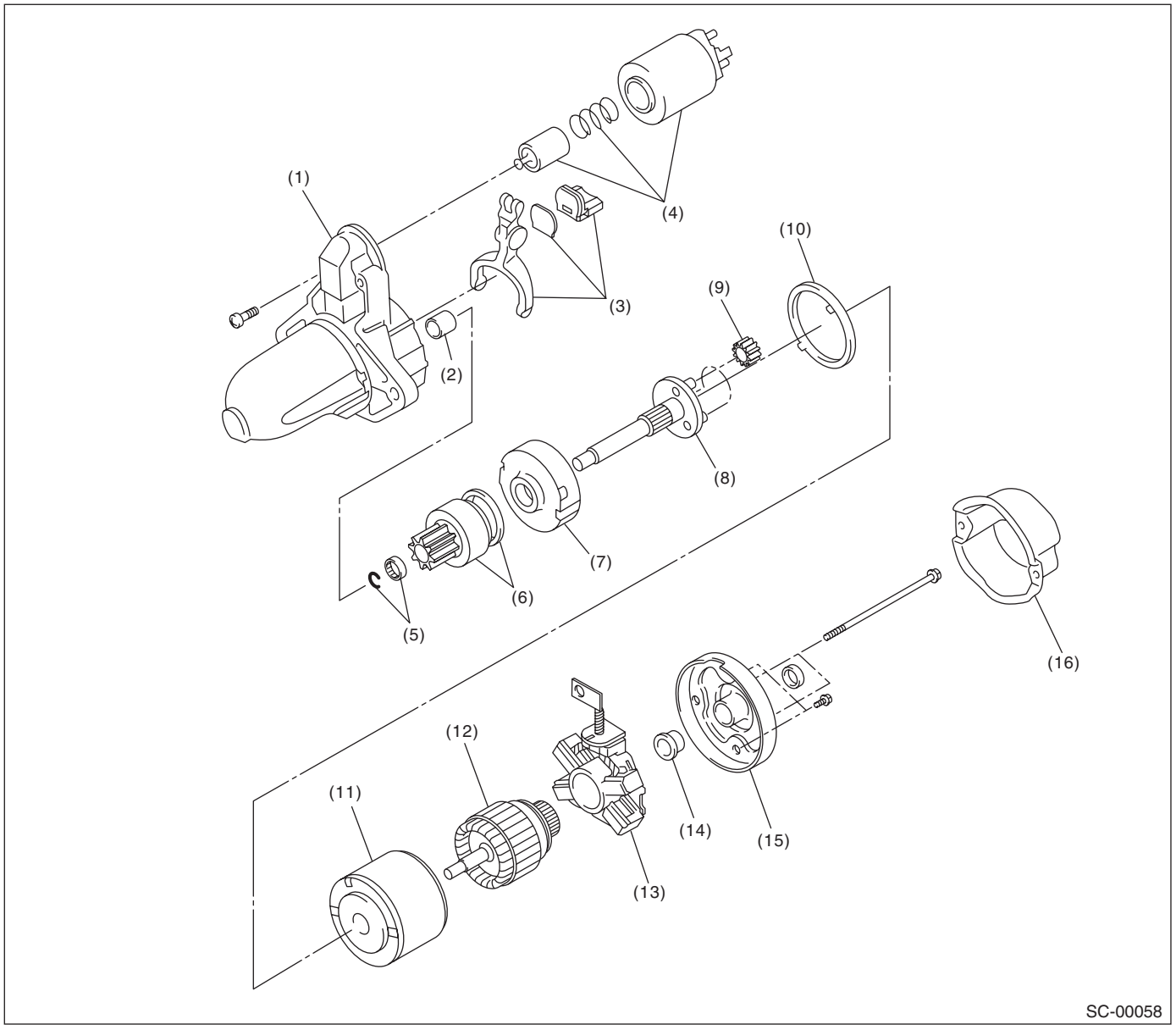
1. General Description

A: SPECIFICATION

Item			Specification	
Vehicle model			MT	AT
Starter	Type		Reduction type	
	Model		M000T30471	M000T20171
	Manufacturer		Mitsubishi Electric	
	Voltage and output		12 V — 1.0 kW	12 V — 1.4 kW
	Direction of rotation		Counterclockwise (when observed from pinion)	
	Number of pinion teeth		8	9
	No-load characteristics	Voltage	11 V	
		Current	95 A or less	90 A or less
		Rotating speed	More than 2,500 rpm	More than 2,000 rpm
	Load characteristics	Voltage	7.5 V	7.7 V
		Current	300 A	400 A
		Torque	8.84 N·m (0.90 kgf-m, 6.5 ft-lb) or more	16.7 N·m (1.70 kgf-m, 12.3 ft-lb) or more
		Rotating speed	More than 870 rpm	More than 710 rpm
	Lock characteristics	Voltage	4 V	3.5 V
		Current	680 A or less	960 A or less
		Torque	17 N·m (1.70 kgf-m, 12.5 ft-lb) or more	31 N·m (3.16 kgf-m, 22.9 ft-lb) or more
Generator	Type		Rotating-field three-phase type, voltage regulator built-in type, with load response control system	
	Model	Non-turbo	A2TG0391	
		Turbo	A3TG0491	
	Manufacturer		Mitsubishi Electric	
	Voltage and output	Non-turbo	12 V — 90 A	
		Turbo	12 V — 110 A	
	Polarity on ground side		Negative	
	Direction of rotation		Clockwise (when observed from pulley side)	
	Armature connection		3-phase Y-type	
	Output current	Non-turbo	1,500 rpm — 40 A or more 2,500 rpm — 74 A or more 5,000 rpm — 84 A or more	
		Turbo	1,500 rpm — 50 A or more 2,500 rpm — 91 A or more 5,000 rpm — 105 A or more	
	Regulated voltage		14.1 — 14.8 V [20°C (68°F)]	
Battery	Voltage and capacity		12V-48AH (55D23L)	12V-52AH (75D23L)

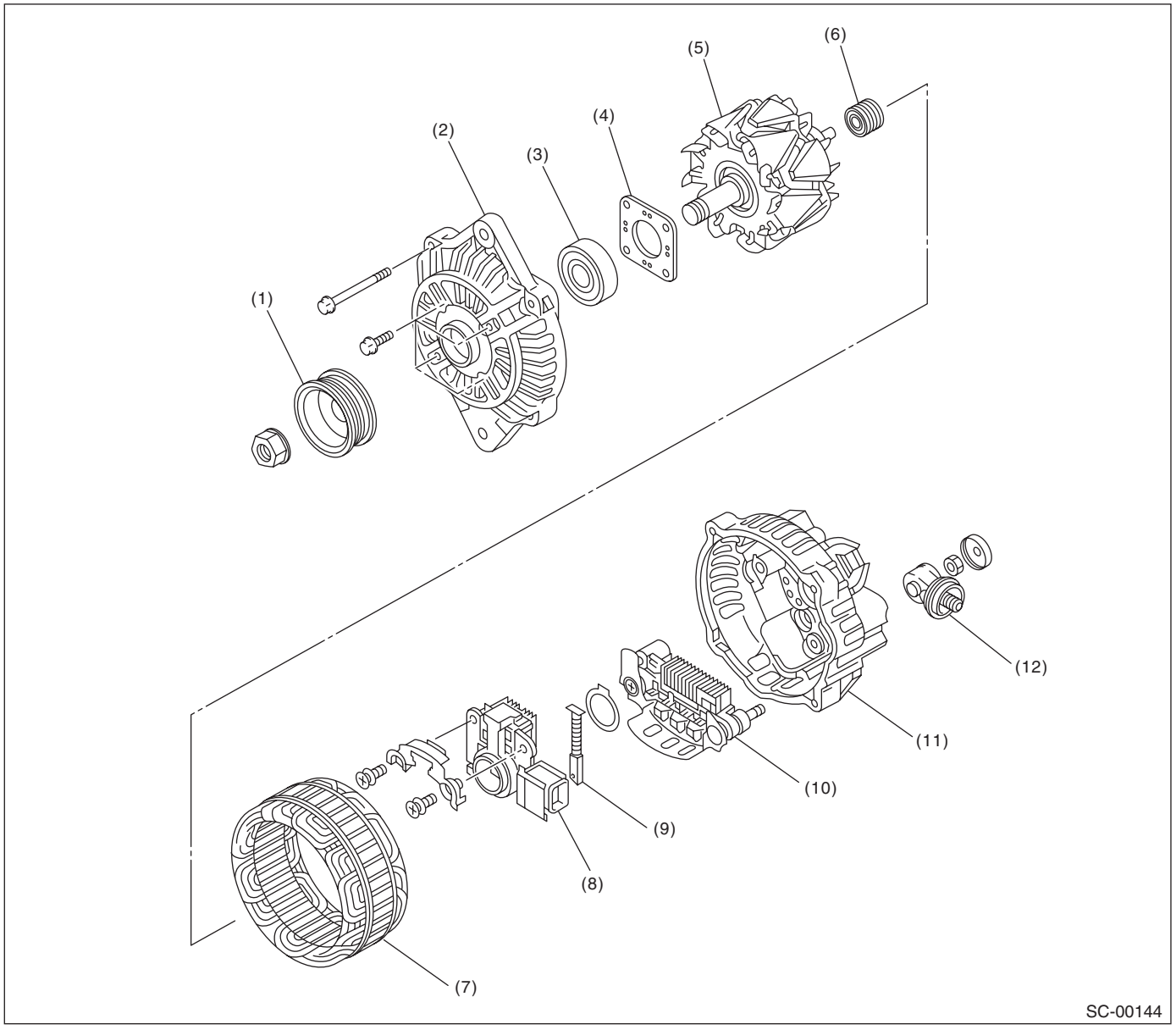
B: COMPONENT

1. STARTER



(1) Front bracket
(2) Sleeve bearing
(3) Lever set
(4) Switch ASSY
(5) Stopper set
(6) Overrunning clutch
(7) Internal gear ASSY
(8) Shaft ASSY
(9) Gear ASSY
(10) Packing
(11) Yoke ASSY
(12) Armature
(13) Brush holder ASSY
(14) Sleeve bearing
(15) Rear cover
(16) Rear cover set

2. GENERATOR



(1) Pulley
(2) Front cover
(3) Ball bearing
(4) Bearing retainer
(5) Rotor
(6) Bearing
(7) Stator coil
(8) IC regulator with brush
(9) Brush
(10) Rectifier
(11) Rear cover
(12) Terminal

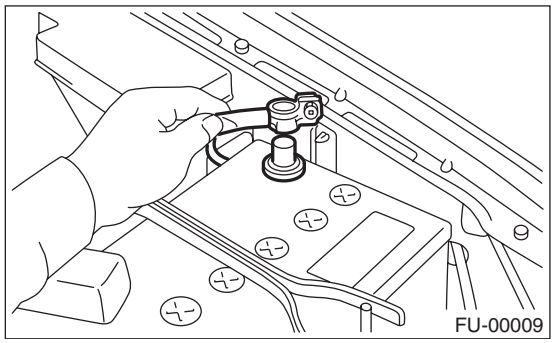
C: CAUTION

• Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
• Remove contamination including dirt and corrosion before removal, installation or disassembly.
• Keep the disassembled parts in order and protect them from dust and dirt.
• Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
• Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
• Be sure to tighten fasteners including bolts and nuts to the specified torque.
• Place shop jacks or rigid racks at the specified points.
• Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

2. Starter

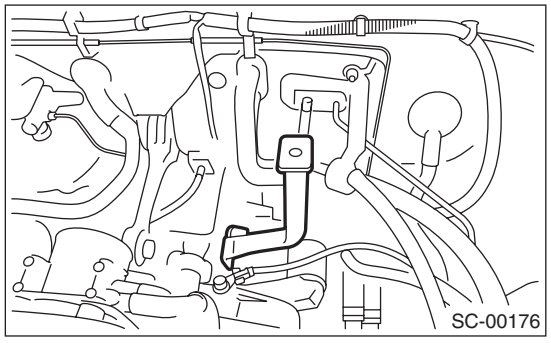
A: REMOVAL

1) Disconnect the ground cable from the battery.

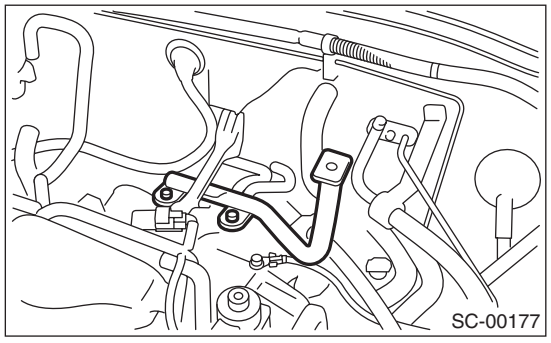


2) Remove the collector cover. (Turbo model)
3) Remove the air intake chamber. (Non-turbo model)
<Ref. to IN(H4SO)-6, REMOVAL, Air Intake Chamber.>
4) Remove the intercooler. (Turbo model) <Ref. to IN(H4DOTC)-11, REMOVAL, Intercooler.>
5) Remove the air intake chamber stay LH. (Non-turbo model)

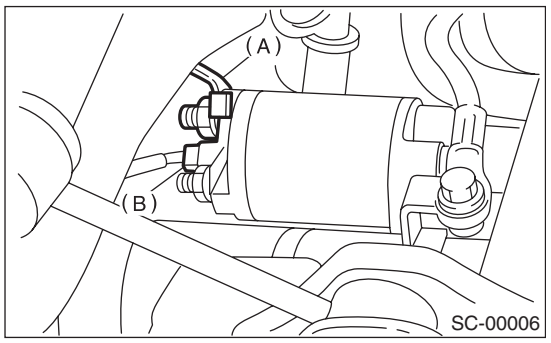
- MT model



- AT model



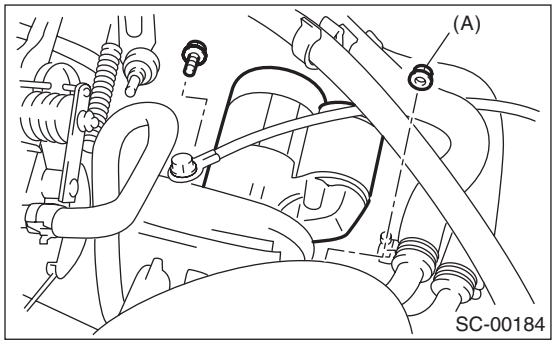
6) Disconnect the connector and terminal from starter.



(A) Terminal
(B) Connector

7) Remove the starter from transmission.

NOTE:
For MT model, the bolt is used in place of nut (A) shown in the figure.

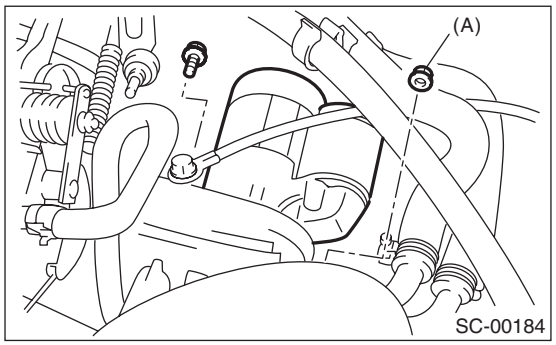


B: INSTALLATION

Install in the reverse order of removal.

NOTE:
For MT model, the bolt is used in place of nut (A) shown in the figure.

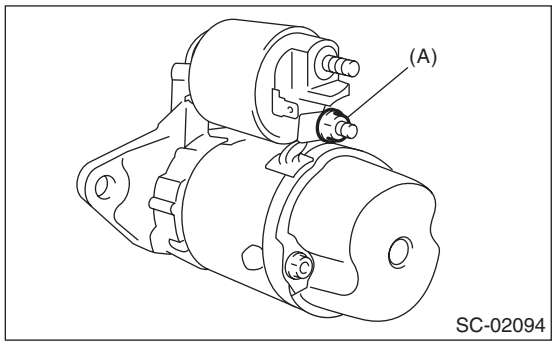
Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)



C: DISASSEMBLY

1. STARTER ASSEMBLY

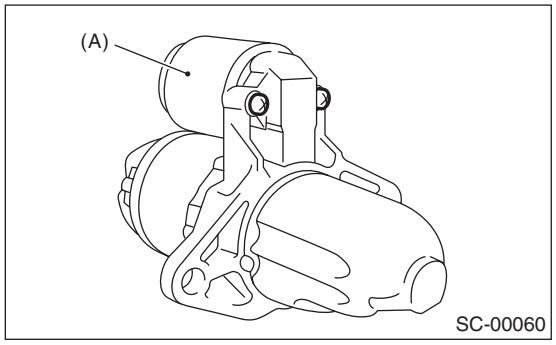
1) Loosen the nuts fastening the switch assembly terminal M, then disconnect the connector.



(A) Terminal M

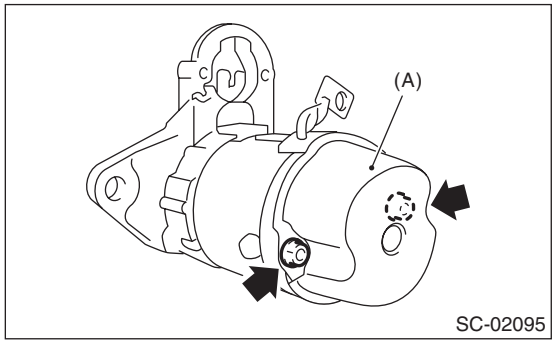
2) Remove the bolts fastening the switch assembly, then remove the switch assembly, plunger and plunger spring as a unit from the starter.

NOTE:
Be careful because the pinion gap adjustment washer may sometimes be used on the mounting surface of the switch assembly.



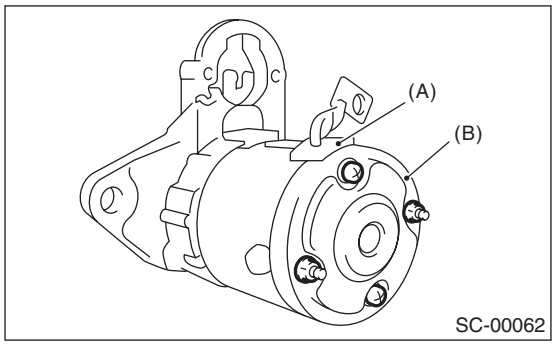
(A) Switch ASSY

3) Remove the bolts on both sides, then remove rear cover set.



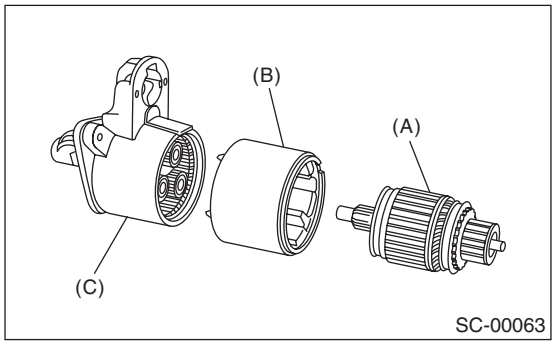
(A) Rear cover set

4) Remove the bolts passing through both sides, and the brush holder screws, then remove rear cover and brush holder assembly.



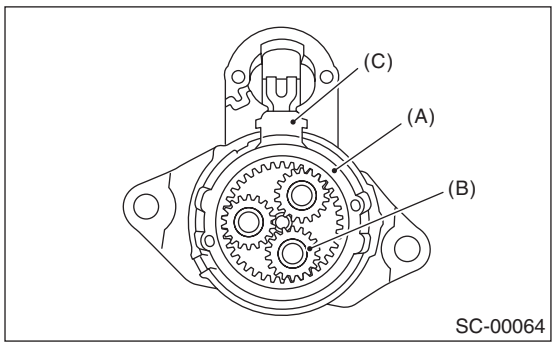
(A) Brush holder ASSY
(B) Rear cover

5) Remove the armature and yoke assembly from the front bracket.



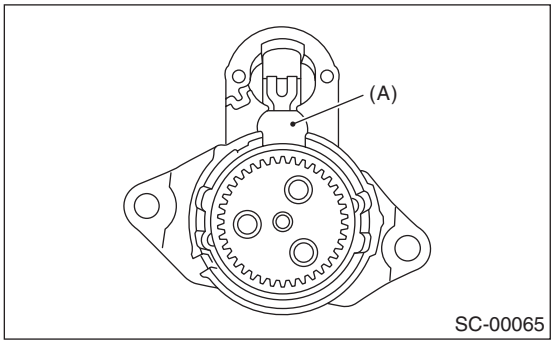
(A) Armature
(B) Yoke ASSY
(C) Front bracket

6) Remove the packing A, planetary gears and packing B.



(A) Packing A
(B) Planetary gear
(C) Packing B

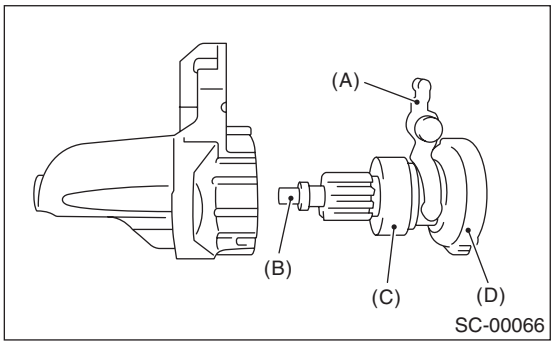
7) Remove the plate.



(A) Plate

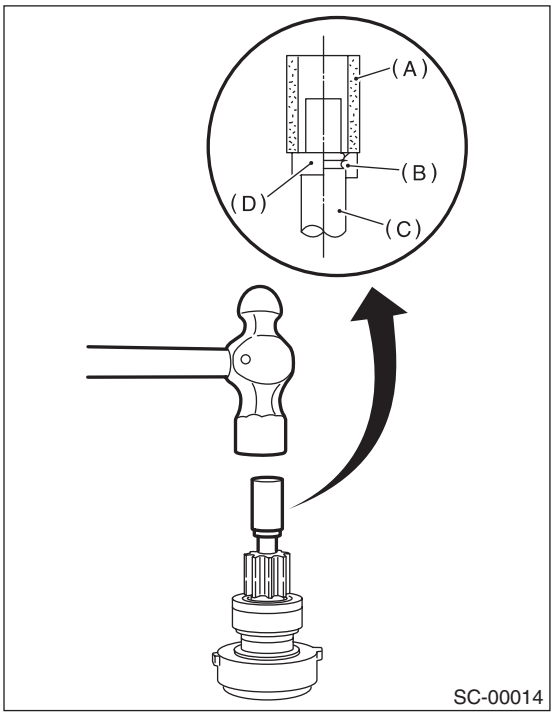
8) Remove the front assembly and overrunning clutch from the front bracket.

NOTE:
Check the following points before removal.
- Lever direction
- Internal gear assembly position



(A) Lever
(B) Shaft ASSY
(C) Overrunning clutch
(D) Internal gear ASSY

9) Use the following procedures to remove the overrunning clutch from the shaft assembly.
(1) Use the appropriate tool (such as the right size of socket wrench) to lightly tap on the stopper to remove it from the ring.
(2) Remove the ring, spacer, and clutch from the shaft.



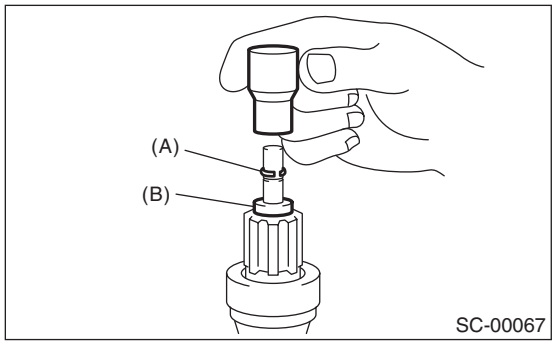
(A) Socket wrench
(B) Ring
(C) Shaft
(D) Stopper

D: ASSEMBLY

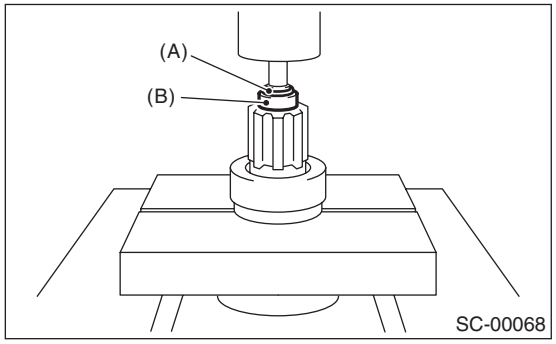
NOTE:
Apply grease to the following parts before assembly.

- Sleeve bearing
- Pinion shaft rotational portion
- Shaft spline portion
- Inside of reduction system
- Lever fulcrum/Clutch rotational portion

1) Install the overrunning clutch to the shaft assembly.
2) Use the following procedures to install stopper to the shaft assembly.
   (1) Use the appropriate tool (such as the right size of socket wrench) to lightly tap on the ring to insert it into the shaft groove.

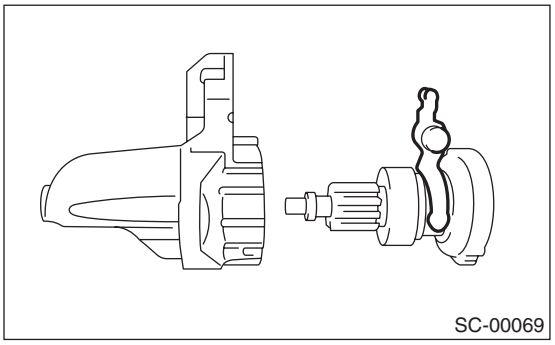


   (2) Using the ST, press the stopper into the ring.

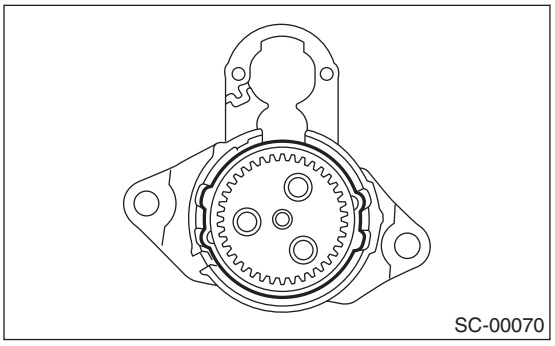


(A) Ring
(B) Stopper

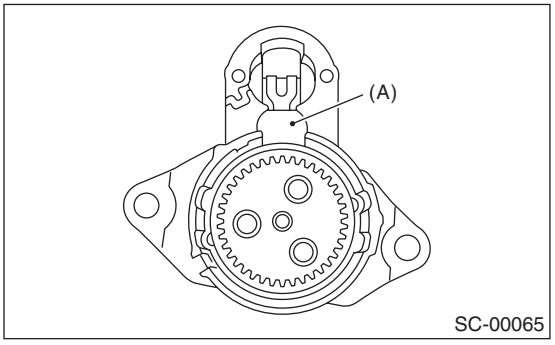
3) Be careful of the following to install the shaft assembly to the front bracket.
   (1) Lever direction



   (2) Internal gear position

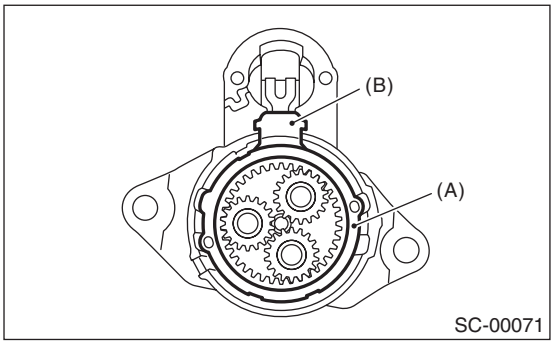


4) Install the plate.



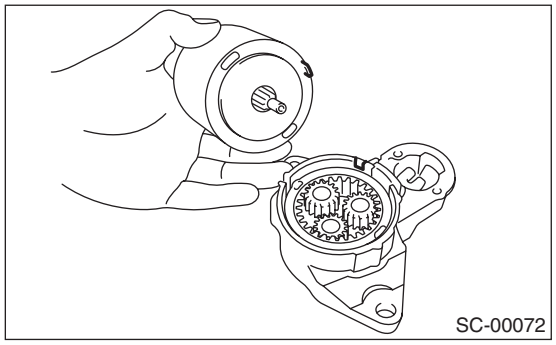
(A) Plate

5) Install the planetary gear.
6) Be careful of the installation position to install the packing A and B.



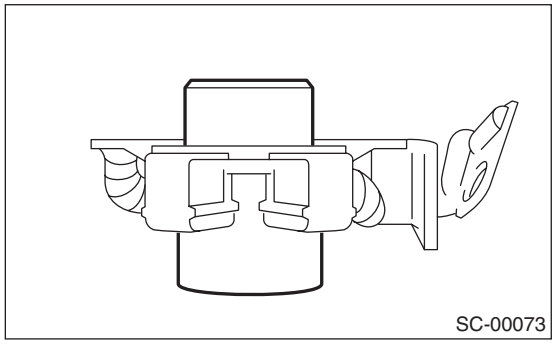
(A) Packing A
(B) Packing B

7) Install the armature to the yoke assembly.
8) Align the yoke assembly with the groove and install it to the front bracket.

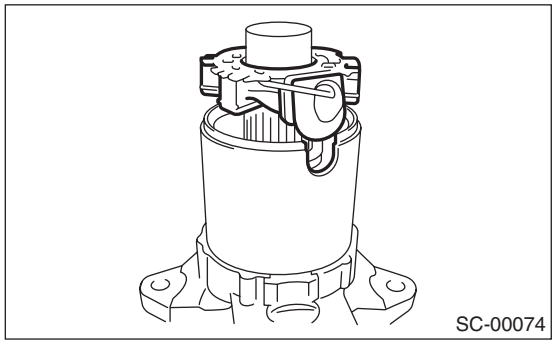


9) Use the following procedures to install the brush holder to the yoke assembly.

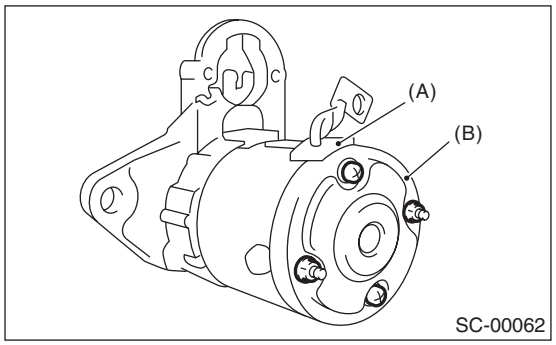
(1) Push the brush into the brush holder, then use the appropriate tool (such as the right size of socket wrench) to fasten in position.



(2) Align the brush holder with the groove in the yoke assembly, the slide to install.

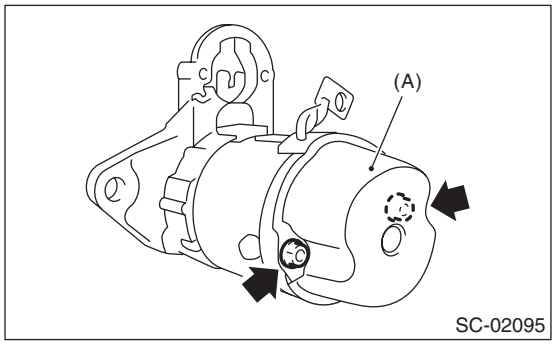


10) Align the rear cover groove with the brush holder assembly to install.



(A) Brush holder ASSY
(B) Rear cover

11) Install the rear cover set.

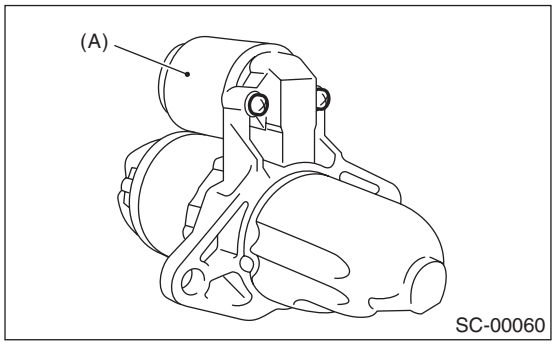


(A) Rear cover set

12) Use the following procedures to install the switch assembly to the front bracket.

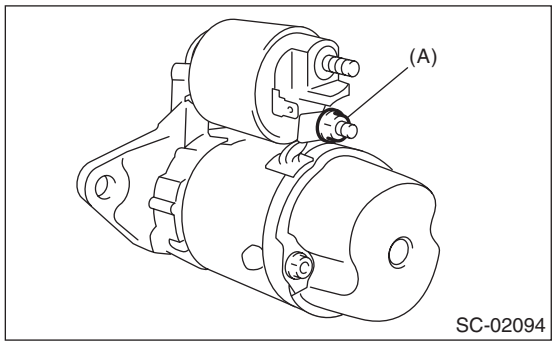
(1) Insert the plunger and plunger spring into the switch assembly.

(2) Hook the protrusion on the plunger onto the lever end, then install to the front bracket.



(A) Switch ASSY

13) Install the connector to the switch assembly terminal M.



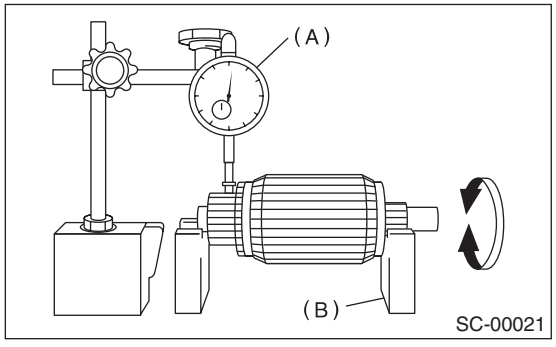
(A) Terminal M

E: INSPECTION

1. ARMATURE

1) Check the commutator for signs of seizure or stepped wear caused by roughness of the surface. If there is light wear, use sandpaper to repair.
2) Run-out test
Check for run-out on the commutator. If excessive, replace it.

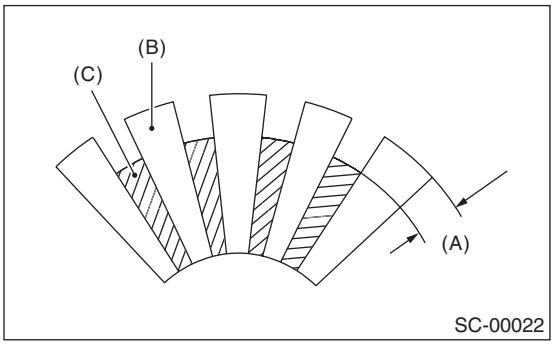
Commutator run-out:
Standard:
0.05 mm (0.0020 in)
Service limit:
0.10 mm (0.0039 in) or less



(A) Dial gauge
(B) V-block

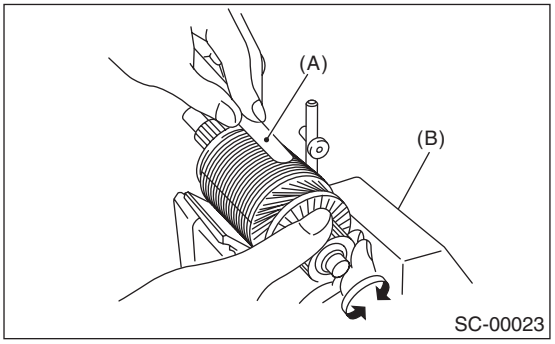
3) Depth of segment mold
Check the depth of the segment mold.

Depth of segment mold:
0.5 mm (0.020 in)



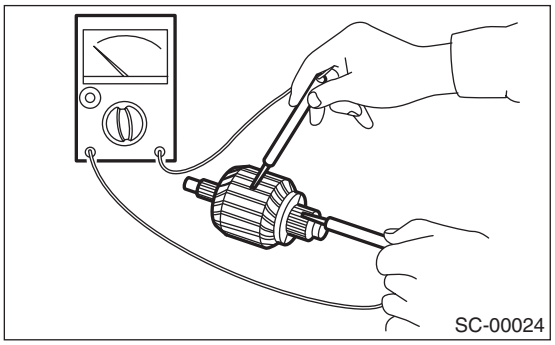
(A) Depth of segment mold
(B) Segment
(C) Mold

4) Armature short-circuit test
Place the armature on the growler tester to check for short circuits. While slowly turning the armature, support the steel seat for the armature core. If the circuits on the armature are shorted, the steel seat will vibrate, causing it to move to the core. When the steel seat has moved and vibrated, replace or repair the armature with the shorted circuit.



(A) Steel seat
(B) Growler tester

5) Armature ground test
Use a circuit tester to touch the probe of one side to the commutator segment, and the other probe to the shaft. If there is no continuity, it is normal. If there is continuity, the armature is grounded.
If grounded, replace the armature.



2. YOKE

Make sure that the pole is set at the predetermined position.

3. OVERRUNNING CLUTCH

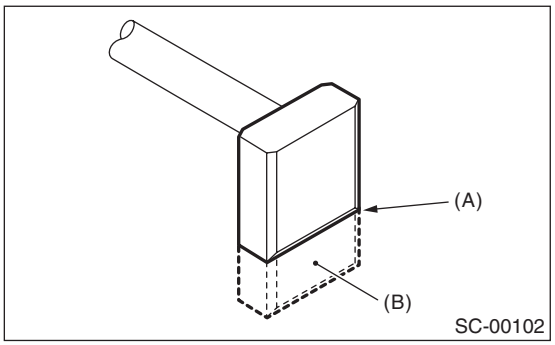
Check that there is no wear or damage to the piston teeth. Replace if damaged. If it rotates smoothly when rotated in the correct direction (counterclockwise) and does not return to the other direction, it is normal.

CAUTION:
To prevent spilling of grease, do not clean the overrunning clutch with oil.

4. BRUSH AND BRUSH HOLDER

1) Brush length
Measure the length of the brush. If it exceeds service limits, replace it.
Replace if there is wear or fissures.

Brush length:
Standard:
12.3 mm (0.484 in)
Service limit:
7.0 mm (0.276 in)



(A) Service limit line
(B) Brush

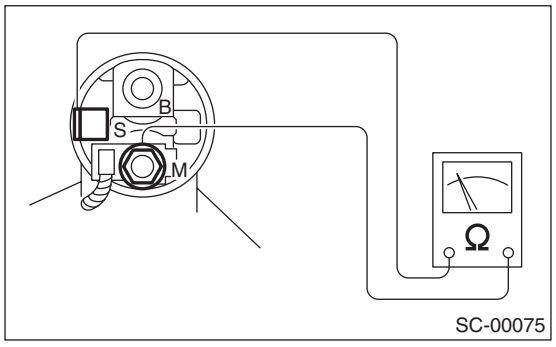
2) Brush movement:
Check that the brush moves smoothly in the brush holder.
3) Brush spring force
Measure the brush spring force with a spring scale. Replace the brush holder if below the service limit.

Brush spring force:
Standard:
15.9 — 19.5 N (1.62 — 1.99 kgf, 3.57 — 4.38 lb) (When new)
Service limit:
2.5 N (0.25 kgf, 0.56 lb)

5. SWITCH ASSEMBLY

Using a circuit tester (set in Ω), check that there is continuity between terminals S and M, and between terminal S and ground.
Also check to be sure there is no continuity between terminal M and B.

Terminal / Resistance:
S — M/1 Ω or less
S — Ground/1 Ω or less
M — B/1 MΩ or more

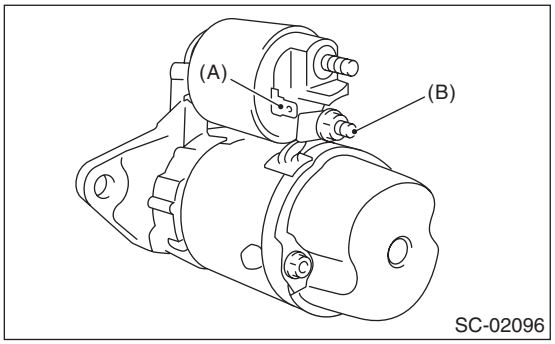


6. SWITCH ASSEMBLY OPERATION

1) Using a lead wire, connect the terminal S of switch assembly to positive terminal of battery, and starter body to ground terminal of battery. The pinion should be forced endwise on shaft.

NOTE:
With the pinion forced endwise on shaft, starter motor can sometimes rotate because current flows, through pull-in coil, to motor. This is not a problem.

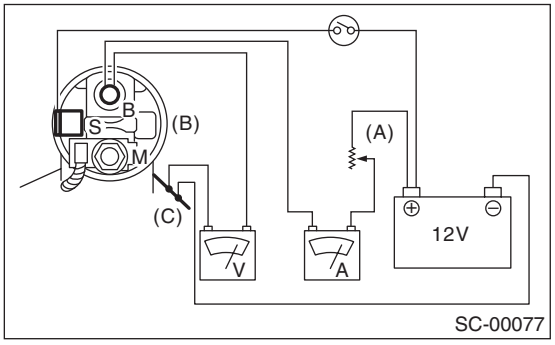
2) Disconnect the connector from terminal M. Then using a lead wire, connect the positive terminal of battery and terminal M and ground terminal to starter body.
In this test set up, the pinion should return to its original position even when it is pulled out with a screwdriver.



(A) Terminal S
(B) Terminal M

7. PERFORMANCE TEST

The starter should be submitted to performance tests whenever it has been overhauled, to assure its satisfactory performance when installed on the engine.
Three performance tests, no-load test, load test, and lock test, are presented here; however, if the load test and lock test cannot be performed, carry out at least the no-load test.
For these performance tests, use the circuit shown in figure.



(A) Variable resistance
(B) Starter body
(C) Magnetic switch

1) No-load test
With switch on, adjust the variable resistance until the voltage is 11 V, read the value of ammeter to measure starter speed. Compare these values with the standard.

No-load test (Standard):

Voltage/Current
MT model
Max. 11 V / 95 A
AT model
Max. 11 V / 90 A

Rotating speed:
MT model
More than 2,500 rpm
AT model
More than 2,000 rpm

2) Load test
Apply the specified braking torque to starter. The condition is normal if the current draw and starter speed are within standard.

Load test (Standard):

Voltage/Load:
MT model
7.5 V/8.84 N·m (0.90 kgf-m, 6.5 ft-lb)
AT model
7.7 V/16.7 N·m (1.7 kgf-m, 12.3 ft-lb)

Current/Speed:
MT model
300 A/870 rpm or more
AT model
400 A/710 rpm or more

3) Lock test
With the starter stalled, or not rotating, measure the torque developed and current draw when the voltage is adjusted to standard voltage.

Lock test (Standard):

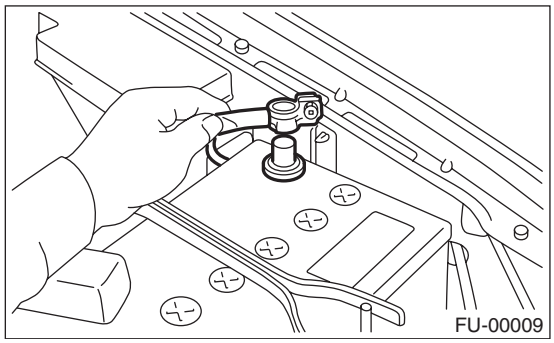
Voltage/Current
MT model
4 V / 680 A or less
AT model
3.5 V / 960 A or less

Torque:
MT model
17.0 N·m (1.73 kgf-m, 12.5 ft-lb) or more
AT model
31.0 N·m (3.16 kgf-m, 22.9 ft-lb) or more

3. Generator

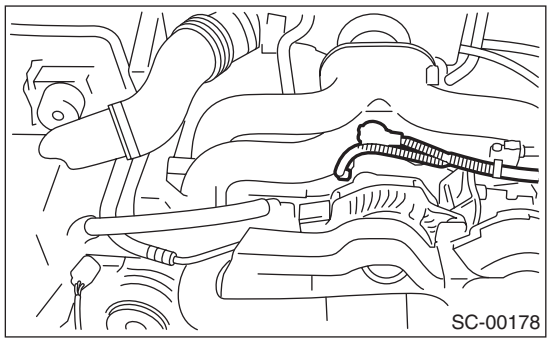
A: REMOVAL

1) Disconnect the ground cable from the battery.

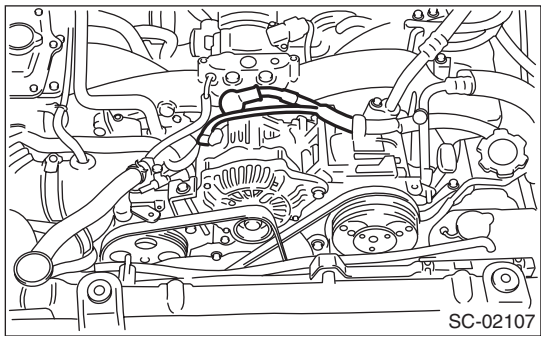


2) Remove the collector cover. (Turbo model)
3) Disconnect the connector and terminal from generator.

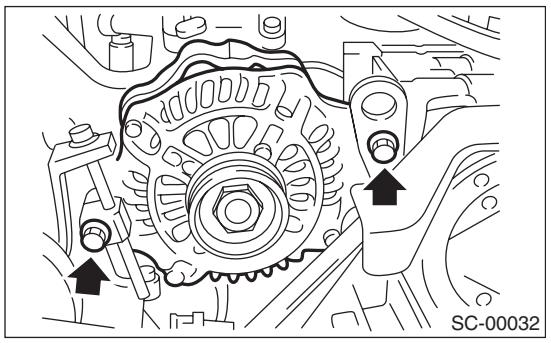
- Non-turbo model



- Turbo model



4) Remove the V-belt covers. (Non-turbo model)
5) Remove the front side belts.
<Ref. to ME(H4SO)-41, FRONT SIDE BELT, REMOVAL, V-belt.>
6) Remove the bolts which install the bracket to remove the generator.

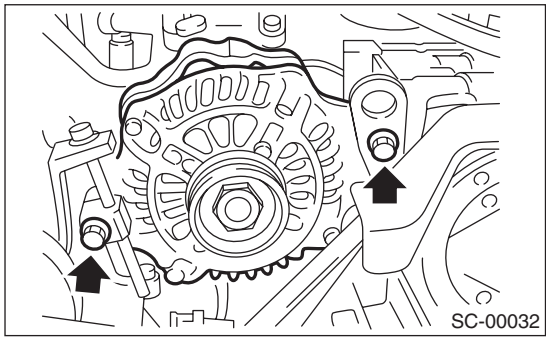


B: INSTALLATION

Install in the reverse order of removal.

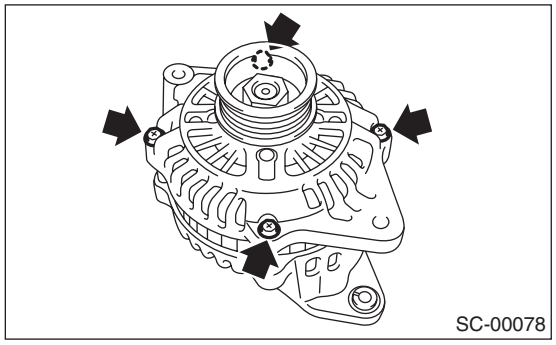
Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

CAUTION:
Check and adjust the V-belt tension. <Ref. to ME(H4SO)-42, INSPECTION, V-belt.> or <Ref. to ME(H4DOTC)-40, INSPECTION, V-belt.>

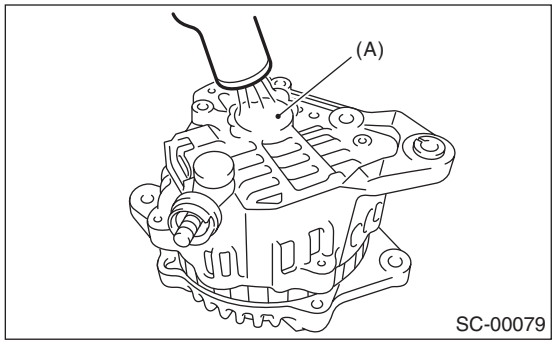


C: DISASSEMBLY

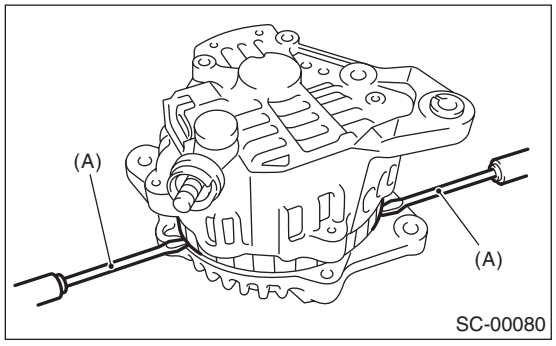
1) Remove the four through-bolts.



2) Use a drier to heat the rear cover (A) portion to 50°C (122°F).

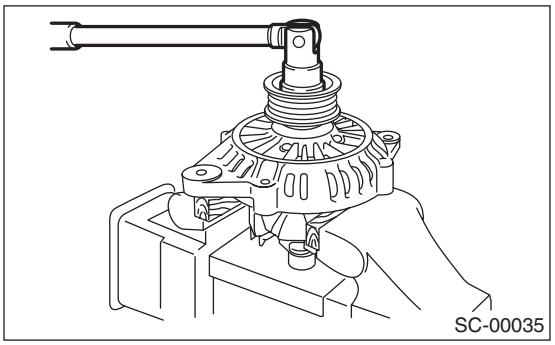


3) Insert the end of a flat tip screwdriver into the gap between stator core and front cover. Separate these to disassemble.

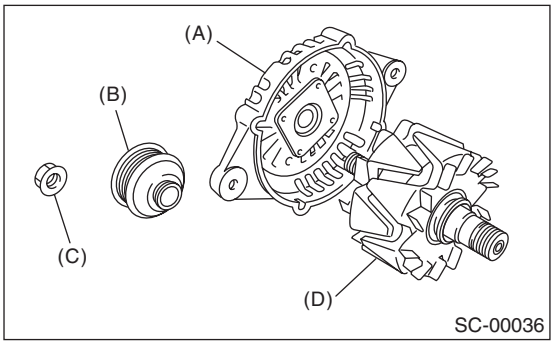


(A) Screwdriver

4) Using a vise, support the rotor and remove the pulley bolt.

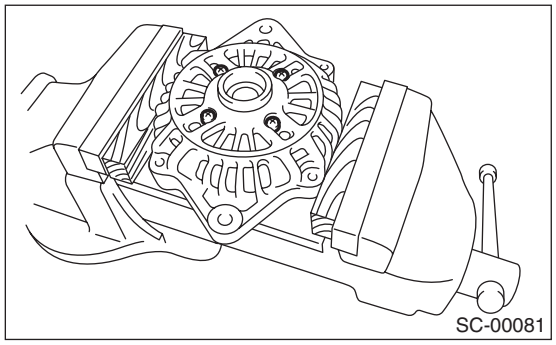


CAUTION:
Insert the aluminum plate or wood piece into the contact surface of the vise while support the rotor in the vise to prevent damaging the rotor.

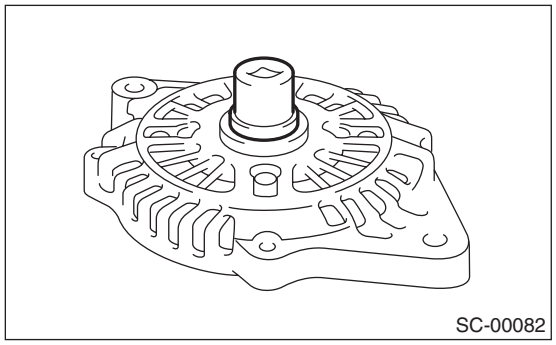


(A) Front cover
(B) Pulley
(C) Nut
(D) Rotor

5) Use the following procedures to remove the ball bearings.
(1) Remove the bolt, and then detach the bearing retainer.

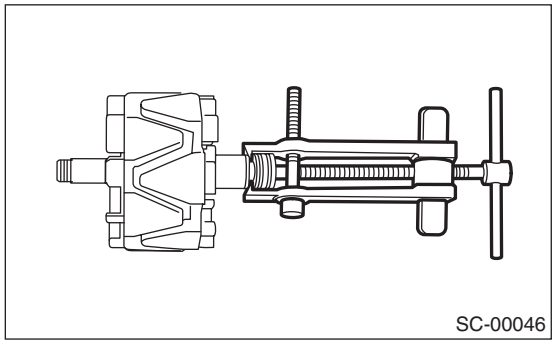

SC-00081

(2) Firmly install the appropriate tool (such as the right size of socket wrench) to the bearing inner race.


SC-00082

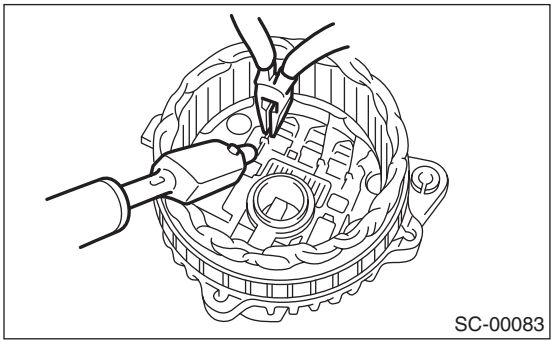
(3) Use the press to push the ball bearings from the front cover.

6) Using the bearing puller, remove the bearings from the rotor.

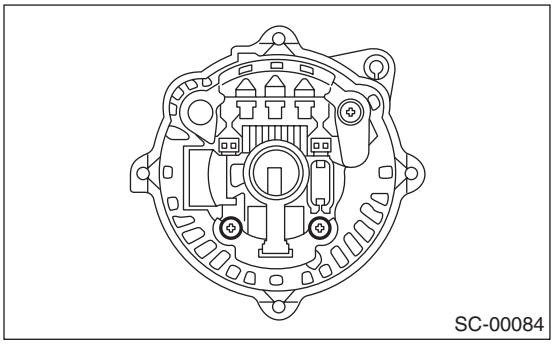

SC-00046

7) Disconnect the connection between the rectifier and stator coil, then remove the stator coil.

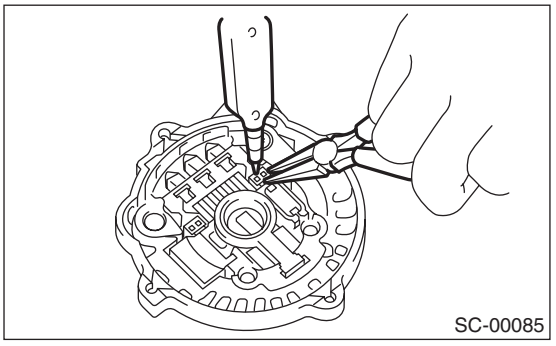
CAUTION:
Do not touch it with 180 to 270 W solder on its terminals for more than 5 seconds consecutively, because the rectifier cannot withstand so much heat.


SC-00083

8) Use the following procedures to remove the IC regulator.
(1) Remove the screws which secure IC regulator to the rear cover.

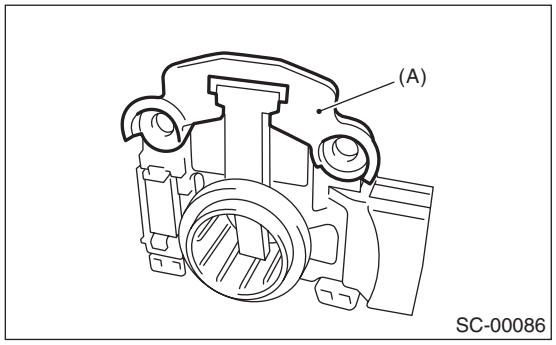

SC-00084

(2) Disconnect the connection between the IC regulator and rectifier, then remove the IC regulator.


SC-00085

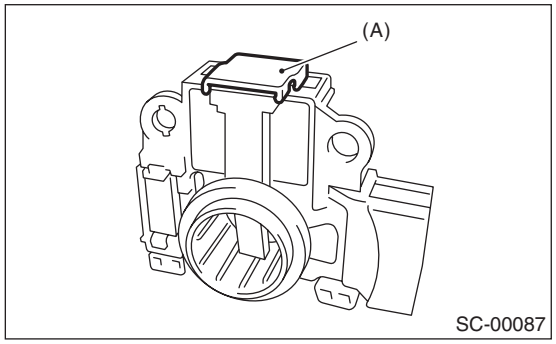
9) Use the following procedures to remove the brush.

(1) Remove the cover A.



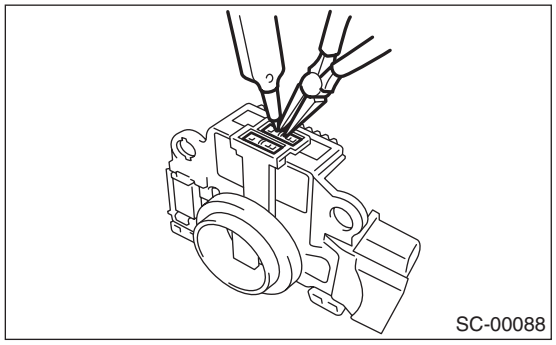
(A) Cover A

(2) Remove the cover B.



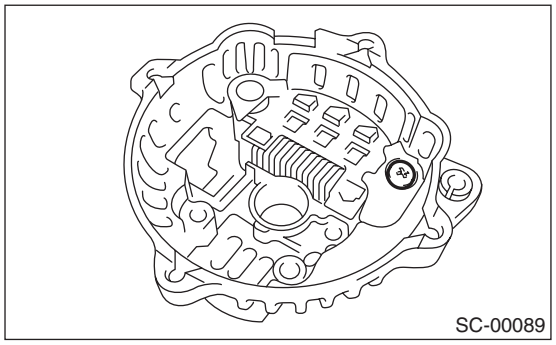
(A) Cover B

(3) Disconnect the connection and remove the brush.

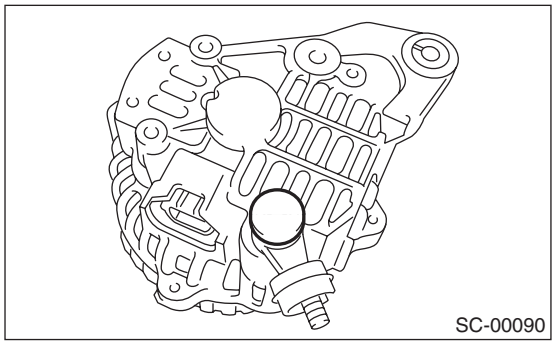


10) Use the following procedures to remove the rectifier.

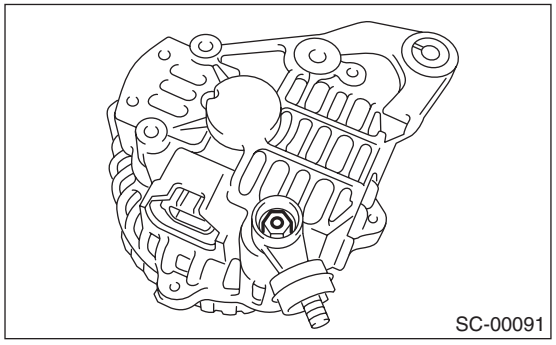
(1) Remove the bolts which secure the rectifier.



(2) Remove the cover on the terminal B.



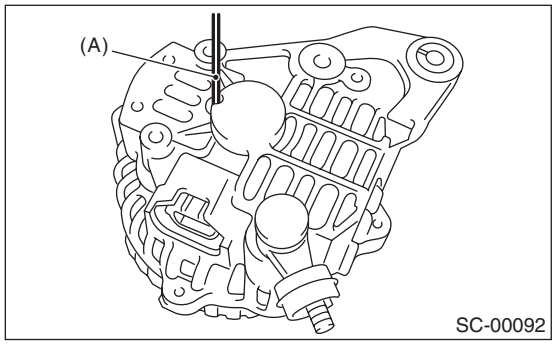
(3) Remove the nuts of the terminal B, then remove the rectifier.



D: ASSEMBLY

Assemble in the reverse order of disassembly.
1) Pull-out of the brush
Before assembling, push the brush into the brush holder. Then pass a wire through the hole (dia. 1 mm (0.0394 in), Length: 4 to 5 cm (1.6 to 2.0 in) and fasten at that position.

CAUTION:
After re-assembling, remove the wire.



(A) Wire

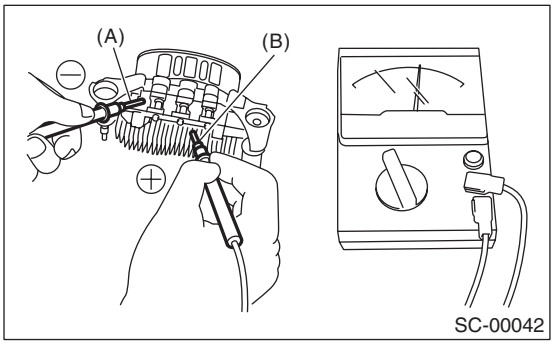
2) Install the ball bearings.
(1) Set the ball bearings in the front cover, then firmly install the appropriate tool (such as the right size of socket wrench) to the bearing outer race.
(2) Using a press to press the ball bearings into the specified positions.
(3) Install the bearing retainer.
3) Using a press to install the bearings (rear side) to the rotor shaft.
4) Heat the bearing box inside the rear cover to [50 to 60° C (122 to 140° F] and push the rear bearings into the rear cover.

CAUTION:
Do not apply grease to the rear bearings. If oil adheres to the bearing box, completely wipe it away.
5) After re-assembling, manually turn the pulley to check that the rotor rotates smoothly.

E: INSPECTION

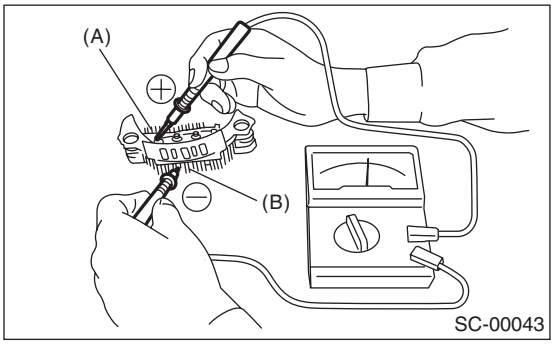
1. DIODE

CAUTION:
There is the possibility of damaging the diodes if a mega-tester (used to measure high voltages) or a similar measuring instrument is used. Therefore, absolutely never use in this test.
1) Check the positive diode
Check the continuity between the diode lead and positive side heat sink. If resistance is 1 Ω or less only in the direction from the diode lead to the heat sink, the positive diode is normal.



(A) Diode lead
(B) Heat sink (Positive side)

2) Check negative diode
Check the continuity between the diode lead and negative side heat sink. If resistance is 1 Ω or less only in the direction from the heat sink to the diode lead, the negative diode is normal.



(A) Diode lead
(B) Heat sink (Negative side)

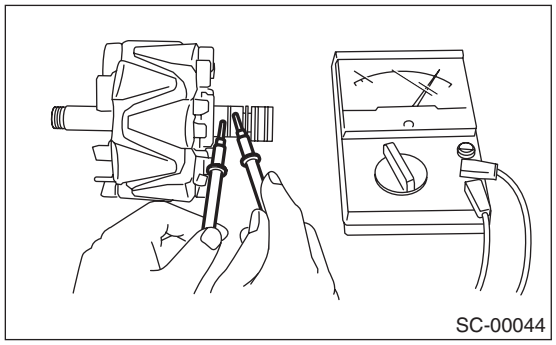
2. ROTOR

1) Slip ring surface
Check that there is no dirt on the slip ring or roughness in the sliding surface. Repair the slip ring surface using a lathe or sand paper.
2) Slip ring outer diameter
Measure the slip ring outer diameter. Replace the rotor assembly if the slip ring is worn.

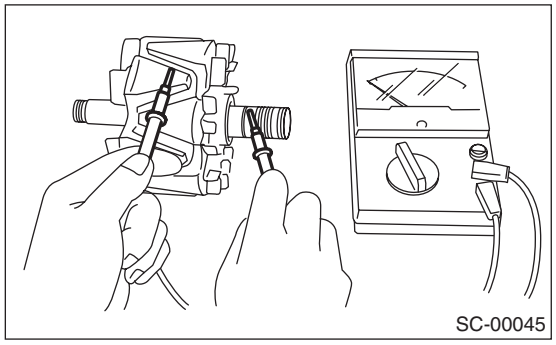
Slip ring outer diameter:
Standard:
22.7 mm (0.894 in)
Tolerance limit value:
22.1 mm (0.870 in)

3) Continuity test
Using a circuit tester, check the resistance between slip rings.
Replace the rotor assembly if the resistance is not within the specified value.

Specified resistance:
Approximately 1.8 — 2.2 Ω


SC-00044

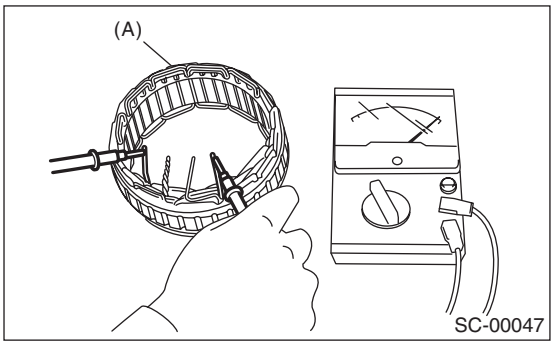
4) Insulation test
Check the continuity between the slip ring and the rotor core or shaft. If the resistance is 1 Ω or less, replace the rotor assembly because the rotor coil is grounded.


SC-00045

5) Ball bearings (rear side)
Check the rear ball bearings. If there is any noise, or the rotor does not rotate smoothly, replace.

3. STATOR

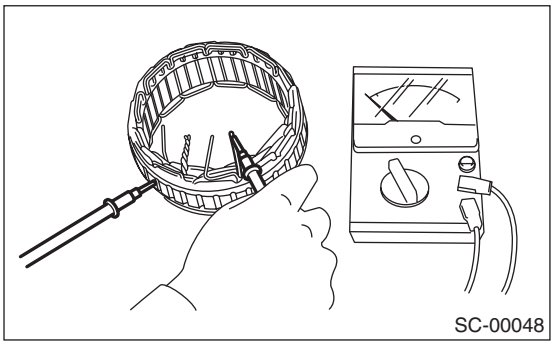
1) Continuity test
Inspect the continuity between the stator coil lead wire terminals. If the resistance is 1 MΩ or more, replace the stator assembly because the lead wire is damaged.



SC-00047

(A) Stator

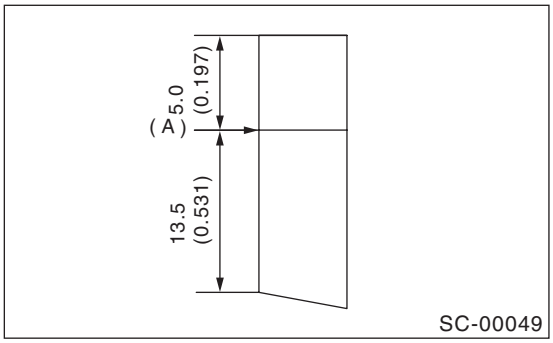
2) Insulation test
Inspect the continuity between the stator coil stator core and lead wire terminals. If the resistance is 1 Ω or less, replace the stator assembly because the stator coil is grounded.


SC-00048

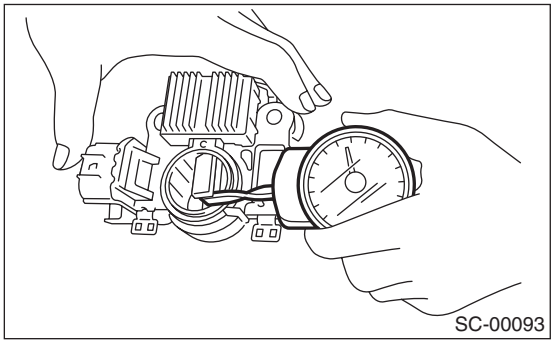
4. BRUSH

1) Measure the length of each brush. Replace the brush if wear exceeds service limits. There is a service limit mark (A) on each brush.

Brush length:
Standard:
18.5 mm (0.728 in)
Service limit:
5.0 mm (0.197 in)



2) Check that there is appropriate pressure on the brush spring.
Use a spring pressure indicator to push the brush into the brush holder until the leading end protrudes 2 mm (0.08 in). Then, measure the brush spring pressure. If the pressure is 2.2 N (0.224 kgf, 7.91 oz) or less, replace the brush spring with a new part. 4.8 — 6.0 N (0.489 — 0.612 kgf, 17.26 — 21.60 oz) pressure is required for the new spring.



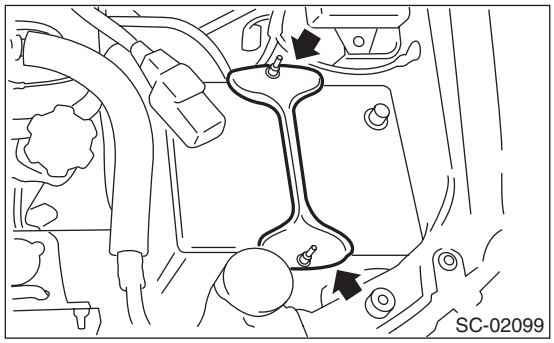
5. BEARINGS (FRONT SIDE)

Check the front ball bearings. Replace the ball bearings if there is resistance in the rotation, or if there is noise.

4. Battery

A: REMOVAL

1) Disconnect the positive (+) terminal after disconnecting the negative (–) terminal of battery.
2) Remove the flange nut from battery rod and remove battery holder.



3) Remove the battery.

B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:
3.4 N·m (0.35 kgf-m, 2.5 ft-lb)

NOTE:
• Clean the battery cable terminals and apply grease to retard the formation of corrosion.
• Connect the positive (+) terminal, and then connect the negative (–) terminal of battery.
• Initial diagnosis of the electronic throttle control is performed after the battery is installed. Therefore, start the engine after 10 seconds or more have passed since turning the ignition switch to ON.

C: INSPECTION

WARNING:
• Battery fluid is corrosive acid and has toxicity; be careful of handling the fluid.
• Do not let the battery fluid contact with skin, eyes or clothing. Especially at contact with eyes, flush with water for 15 minutes and get prompt medical attention.
• Do not let electrolyte contact with painted surfaces.
• Batteries produce explosive gases; be careful of handling.
• Keep open flames away from batteries.
• When working around batteries, be sure to protect eyes with safety glasses, etc., in case an explosion occurs. Never lean over a battery.
• Ventilate sufficiently when using or charging batteries in enclosed space.
• Before starting work, remove rings, watches and other metallic objects.
• When in contact with a metallic portion of the vehicle, never allow metallic tools held in the other hand to come into contact with the battery positive terminal or any hardware attached to the terminal.

1. EXTERNAL PARTS

Check the battery case, top cover, vent plugs, and terminal posts for dirt or cracks. If necessary, clean with water and wipe with a dry cloth.
Apply a thin coat of grease on the terminal posts to prevent corrosion.

2. ELECTROLYTE LEVEL:

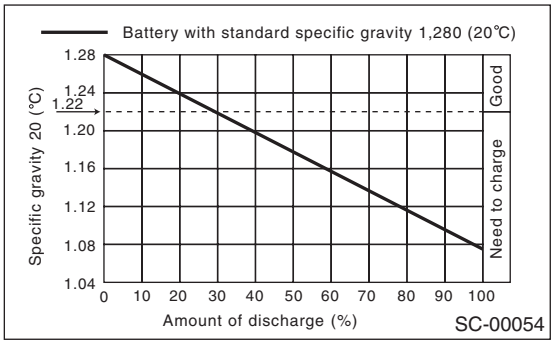
Check the electrolyte level in each cell. If the level is below MIN level, bring the level to MAX level by filling distilled water into the battery cell. Do not fill beyond MAX LEVEL.

3. SPECIFIC GRAVITY OF ELECTROLYTE:

1) Measure specific gravity of electrolyte using a hydrometer and a thermometer.
Specific gravity varies with temperature of electrolyte so that it must be corrected at 20°C (68°F) using the following equation:

S_{20} = St + 0.0007 × (t – 20)
S_{20}: Specific gravity corrected at electrolytic solution temperature of 20°C (68°F)
St: Measured specific gravity
t: Measured temperature (°C)
Determine whether or not battery must be charged, according to corrected specific gravity.
Standard specific gravity: 1.220 — 1.290 [at 20°C (68°F)]

2) Measuring the specific gravity of the electrolytic solution will disclose the state of charge of the battery. The relation between specific gravity and state of charge is as shown in the figure.



D: MEASUREMENT

WARNING:
Do not bring an open flame close to the battery while working.

CAUTION:
• Prior to charging, corroded terminals should be cleaned with a brush and common caustic soda solution.
• Be careful since battery electrolytic solution overflows while charging the battery.
• Observe instructions when handling the battery charger.
• Before charging the battery on the vehicle, disconnect the battery ground terminal to prevent damage of generator diodes or other electrical units.

1. JUDGMENT OF BATTERY IN CHARGED CONDITION

1) Specific gravity of electrolyte should be held within the specific range from 1.250 to 1.290 for more than one hour.
2) Voltage per battery cell should be held at a specific value in a range from 2.5 to 2.8 V for more than one hour.

2. CHECK CONDITION OF CHARGE WITH HYDROMETER.

Hydrometer indicator	State of charge	Corrective action
Green dot	65% or more	Load test
Dark dot	65% or less	Charge battery
Clear dot	Low electrolyte	Replace the battery.* (If cranking is difficult)
* Check electrical system before replacement.		

3. NORMAL CHARGING

Charge the battery at the current value specified by manufacturer or at approximately 1/10 of battery's ampere-hour rating.

4. QUICK CHARGING

Quick charging is a method that the battery is charged in a short period of time with a relatively large current by using a quick charger.
Since a large current flow raises electrolyte temperature, the battery is subject to damage if the large current is used for prolonged time. For this reason, the quick charging must be carried out within a current range that will not increase the electrolyte temperature above 40°C (104°F).
Also the quick charging is a temporary mean to bring battery voltage up to some level, and battery should be charged slowly with low current as a rule.

CAUTION:
• Observe the items in 3. NORMAL CHARGING.
• Never use more than 10 A when charging the battery because it will shorten the battery life.

1. General Description

A: SPECIFICATION

Specifications for the SOHC U5 model are the same as the SOHC model. <Ref. to SC(H4SO)-2, General Description.>