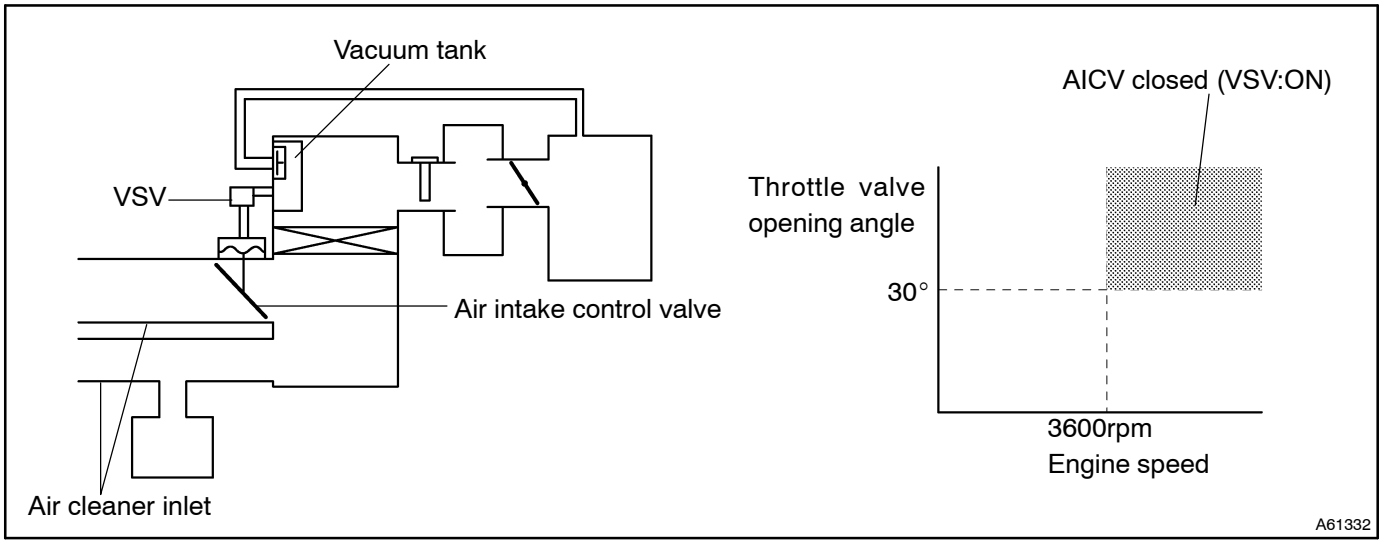
DTC P1668/96 VSV FOR AICV CIRCUIT MALFUNCTION

CIRCUIT DESCRIPTION

The air cleaner inlet is divided into two areas, and a air intake control valve and an actuator have been provided in one of the areas.
As a result, a reduction in intake noise and an increase in the power output have been realized in the low to the high–speed range of the engine.
When the engine is operating in the low–to mid–speed range, this control operates the air intake control valve to close one side of the air cleaner inlet.
When the engine speed is more than 3600 r/min. and the opening of the throttle valve is more than 30°, the ECM activates VSV ON and operates AICV.



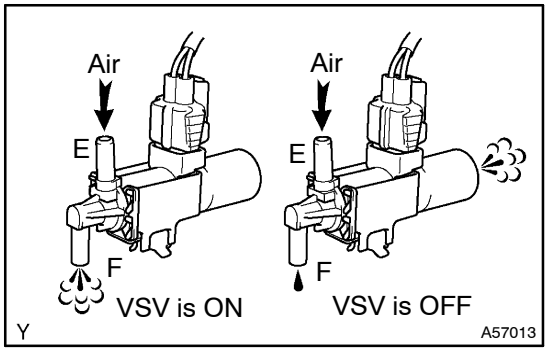
WIRING DIAGRAM

Refer to DTC P1651/96 on page 05–429.

INSPECTION PROCEDURE

When using Hand–held Tester:

1	PERFORM ACTIVE TEST BY HAND–HELD TESTER(VSV FOR AICV)



(a) Turn the ignition switch ON and hand–held tester main switch ON.
(b) Select the INTAKE CTRL VSV from the ACTIVE TEST menu on the hand–held tester.
(c) Check the operation of the VSV when the VSV is operated by the hand–held tester.
VSV is ON:
Air from port E flows out through port F.
VSV is OFF:
Air from port E flows out through the air filter.

OK	INSPECT VACUUM TANK

NG

2	CHECK VSV(FOR AICV) (See Page 13–2)

NG → REPLACE INTAKE AIR CONTROL VALVE ASSY NO.3

OK

3	CHECK HARNESS AND CONNECTOR(E.F.I. ECU RELAY – ECM)

NG → REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

CHECK AND REPLACE ECM

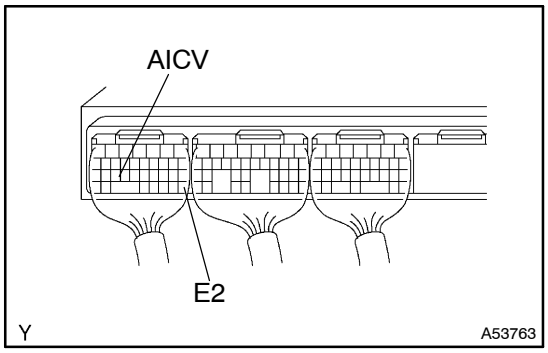
When not using Hand–held Tester:

1	CHECK VSV(FOR AICV) (See Page 13–2)

NG → REPLACE INTAKE AIR CONTROL VALVE ASSY NO.3

OK

2	INSPECT ECM



(a) Turn the ignition switch ON.
(b) Measure the voltage between terminals AICV, and E2 of the ECM connector.
Voltage: 9 – 14 V

NG → CHECK HARNESS AND CONNECTOR

OK

3	INSPECT VACUUM TANK (see page 13–2)

NG → REPAIR OR REPLACE

OK

CHECK AND REPLACE ECM