D16HI–03

DTC	19 (3)	Accelerator Pedal Closed Position Switch Circuit Malfunction (Open)

DTC	19 (4)	Accelerator Pedal Closed Position Switch Circuit Malfunction (Short)

CIRCUIT DESCRIPTION

Refer to DTC 19 (1) on page DI–29.

DTC No.	DTC Detecting Condition	Trouble Area
19 (3)	Conditions (a) and (b) continue 0.5 sec. or more: (a) PDL ON (b) VA > Fully closed study voltage +0.41 V	• Short in accelerator pedal closed position switch circuit • Accelerator pedal closed position switch • Engine ECU
19 (4)	PDL does not turn ON even once while driving vehicle (2 trip detection logic)	
	Conditions (a) and (b) continue 5 sec. or more: (a) PDL OFF (b) IDL ON	

WIRING DIAGRAM

Refer to DTC 19 (1) on page DI–29.

INSPECTION PROCEDURE

HINT:

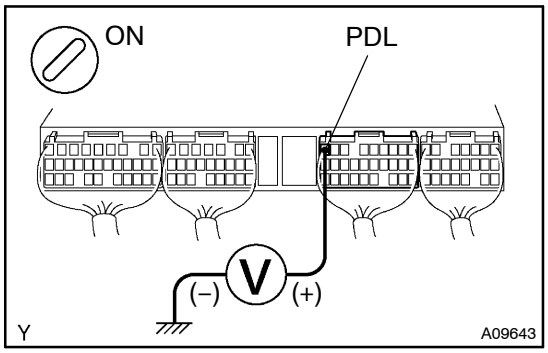
Read freeze frame data using the hand–held tester. Because freeze frame records the engine conditions when the malfunction is detected. When troubleshooting, it is useful for determining whether the vehicle was running or stopped, the engine was warmed up or not, the air–fuel ratio was lean or rich, etc. at the time of the malfunction.

1	**Check accelerator pedal closed position switch (See page ED–26).**

NG → **Replace accelerator pedal.**

OK

2	Check voltage between terminal PDL of engine ECU connector and body ground.



PREPARATION:

(a) Disconnect the engine ECU from the body bracket (See page ED–30).

(b) Turn the ignition switch ON.

CHECK:

Measure the voltage between terminal PDL of the engine ECU connector and body ground.

OK:

Accelerator Pedal	Voltage
Fully closed	13 – 18 V
Fully open	0 – 3 V

OK → **Check and replace engine ECU (See page IN–20).**

NG

Check for open and short in harness and connector between engine ECU and accelerator pedal closed position switch, and accelerator pedal closed position switch and body ground (See page IN–20).