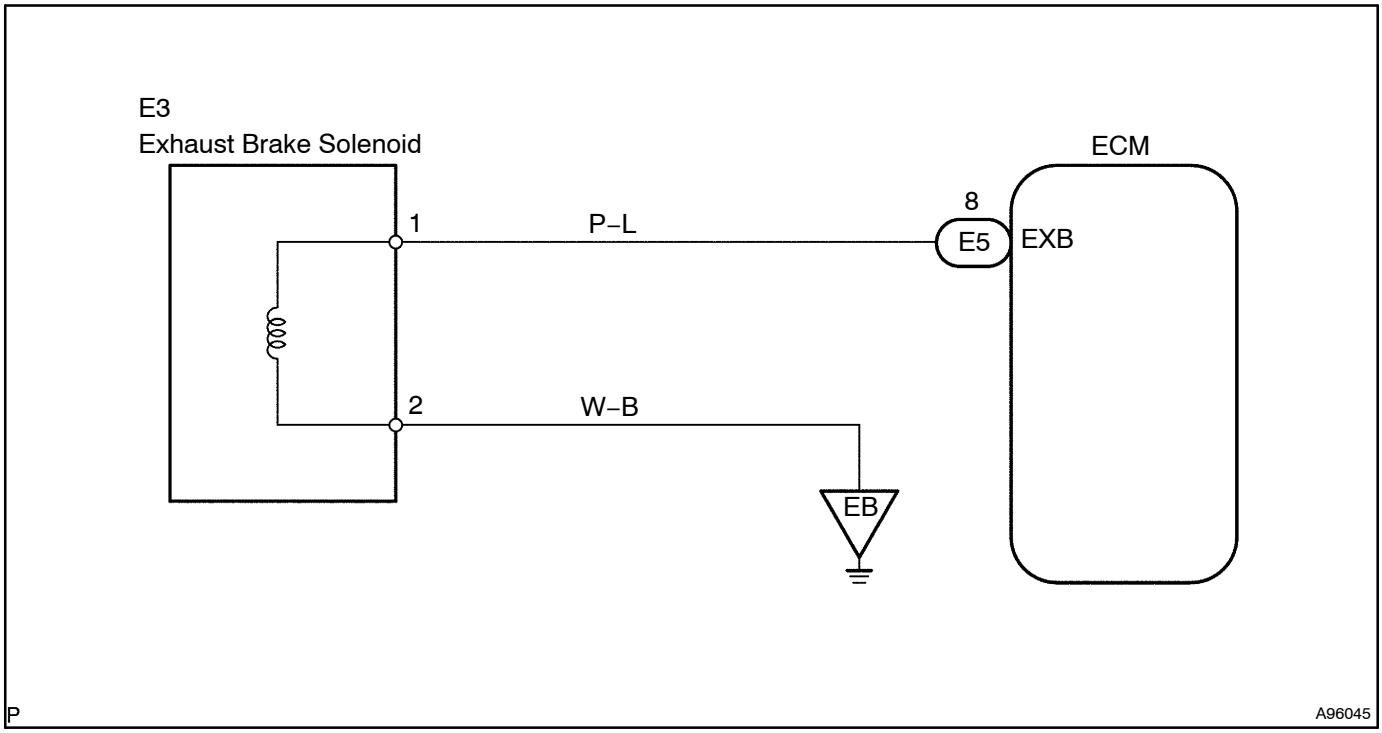
DTC	P1674/36	SOLENOID FOR EXHAUST BRAKE CIRCUIT MALFUNCTION

CIRCUIT DESCRIPTION

The exhaust brake VSV, mounted on the exhaust retarder, opens and closes according to the signals from the ECM. The ECM receives the signals from the clutch switch and exhaust retarder switch. Through the brake VSV, the ECM controls the negative pressure applied to the diaphragm in the retarder.

DTC No.	DTC Detection Condition	Trouble Area
P1674/36	Open or short in exhaust brake solenoid circuit for more than 3 seconds with clutch pedal released	• Open or short exhaust brake solenoid circuit • Exhaust brake solenoid • ECM

WIRING DIAGRAM

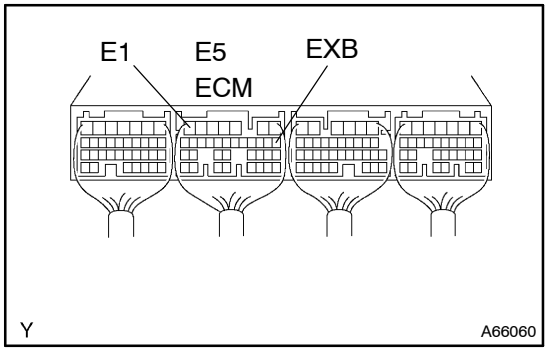


INSPECTION PROCEDURE

HINT:

Read freeze frame data using the hand–held tester. Freeze frame data records the engine conditions when a malfunction is detected. When troubleshooting, freeze frame data can help determine if the vehicle was running or stopped, if the engine was warmed up or not, if the air–fuel ratio was lean or rich, and other data from the time the malfunction occurred.

1 CHECK ECM (EXB VOLTAGE)



(a) Turn the ignition switch ON.

(b) Measure the voltage of the ECM connector.

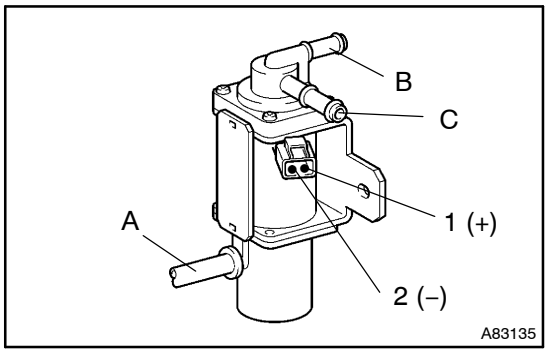
Standard:

Tester Connection	Condition	Specified Condition
E5–8 (EXB) – E5–7 (E1)	Exhaust brake is operating	18 to 27 V

OK → **REPLACE ECM (See page 10–10)**

NG

2 INSPECT EXHAUST BRAKE SOLENOID ASSY



(a) Remove the exhaust brake solenoid connector.

(b) Check operation of the exhaust brake solenoid.

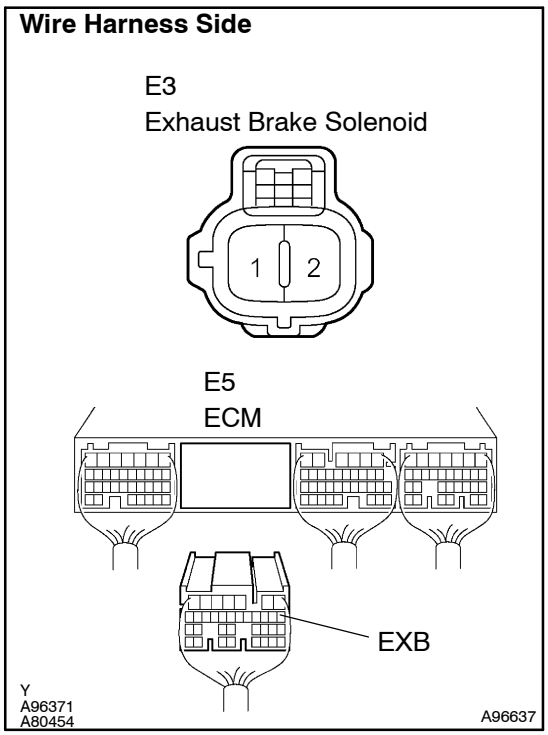
OK:

Port Connection	Specified Condition
A – B	Air does not flow
A – B	Air flows (when battery voltage is applied to terminals 1 and 2)
A – C	Air flows
A – C	Air does not flow (when battery voltage is applied to terminals 1 and 2)

NG → **REPLACE EXHAUST BRAKE SOLENOID ASSY**

OK

3 CHECK WIRE HARNESS (ECM – EXHAUST BRAKE SOLENOID)



(a) Disconnect the E3 exhaust brake solenoid connector.
(b) Disconnect the E5 ECM connector.
(c) Measure the resistance of the wire harness side connectors.

Standard:

Tester Connection	Specified Condition
E3–1 – E5–8 (EXB)	Below 1 Ω
E3–1 or E5–8 (EXB) – Body ground	10 kΩ or higher

NG → **REPAIR OR REPLACE HARNESS AND CONNECTOR**

OK

REPLACE ECM (See page 10–10)