DI1IA–01

PROBLEM SYMPTOMS TABLE

When the malfunction code is not confirmed in the diagnostic trouble code check and the problem still can not be confirmed in the basic inspection, proceed to this problem symptoms tables and troubleshoot according to the numbered order given below.

Symptom	Suspect Area	See page
Engine does not crank (does not start)	1. Starter and starter relay 2. Neutral start switch circuit	ST–1 DI–167
No initial combustion (Dies not start)	1. ECU power source circuit 2. Ignition circuit 3. Fuel pump control circuit 3. Injector circuit	DI–170 DI–151 DI–174 DI–158
No complete combustion (Does not start)	1. Fuel pump control circuit 2. Ignition circuit 3. Injector circuit	DI–174 DI–151 DI–158
Engine cranks normally (Difficult to start)	1. Starter signal circuit 2. ISC valve circuit 3. Fuel pump control circuit 4. Ignition coil (w/ igniter) 5. Spark plug 6. compression 7. Injector circuit	DI–162 DI–146 DI–174 IG–1 IG–1 EM–7 DI–158
Cold engine (Difficult to start)	1.Starter signal circuit 2. ISC valve circuit 3. Fuel pump control circuit 4. Injector circuit 5. Ignition coil (w/ igniter) 6. Spark plug	DI–162 DI–146 DI–174 DI–158 IG–1 IG–1
Hot engine (Difficuil to start)	1. Starter signal circuit 2. ISC valve circuit 3. Fuel pump control circuit 4. Injector circuit 5. Ignition coil (w/ igniter) 6. Spark plug	DI–162 DI–146 DI–174 DI–158 IG–1 IG–1
Incorrect first idle (Poor idling)	1. ISC valve circuit	DI–146
High engine idle speed (Poor idling)	1. ISC valve circuit 2. ECU power source circuit 3. Neutral start switch circuit 4. Back up power source circuit	DI–146 DI–170 DI–167 DI–165
Low engine idle speed (Poor idling)	1. ISC valve circuit 2. Neutral start switch circuit 3. Fuel pump control circuit 4. Injector circuit 5. Air flow meter circuit 6. Back up power source circuit	DI–146 DI–167 DI–174 DI–158 DI–94 DI–165
Rough idling (Poor idling)	1. ISC valve circuit 2. Air flow meter circuit 3. Injector circuit 4. EGR system 5. Variable resistor circuit *1 6. Ignition circuit 7. Compression 8. Fuel pump control circuit 9. Back up power source circuit	DI–146 DI–94 DI–158 DI–178 DI–183 DI–151 EM–7 DI–174 DI–165

Hunting (Poor idling)	1. ISC valve circuit 2. Air flow meter circuit 3. ECU power source circuit 4. Fuel pump control circuit	DI–146 DI–94 DI–170 DI–174
Hesitation/Poor acceleration (Poor driveability)	1. Air flow meter circuit 2. Injector circuit 3. Fuel pump control circuit 4. Variable resistor circuit *1 5. Ignition circuit 6. A/T faulty	DI–94 DI–158 DI–174 DI–183 DI–151 –
Muffler explosion, after fire (Poor driveability)	1. Ignition coil (w/ igniter) 2. Spark plug 3. Injector circuit	IG–1 IG–1 DI–158
Surging (Poor drefveability)	1. Fuel pump control circuit 2. Variable resistor circuit *1 3. Spark plug 4. Injector circuit	DI–174 DI–183 IG–1 DI–158
Engine stall (Soon after starting)	1. Fuel pump control circuit 2. Air flow meter circuit 3. ISC valve circuit	DI–174 DI–94 DI–146
Engine stall (After accelerator pedal depressed)	1. Air flow meter circuit	DI–94
Engine stall (After accelerator pedal releaseda)	1. Injector circuit 2. ISC valve circuit 3. Engine ECU	DI–158 DI–146 DI–170
Engine stall (When shifting N to D)	1. Neutral start switch circuit 2. ISC valve circuit	DI–167 DI–146

*1: Only for 3RZ–FE