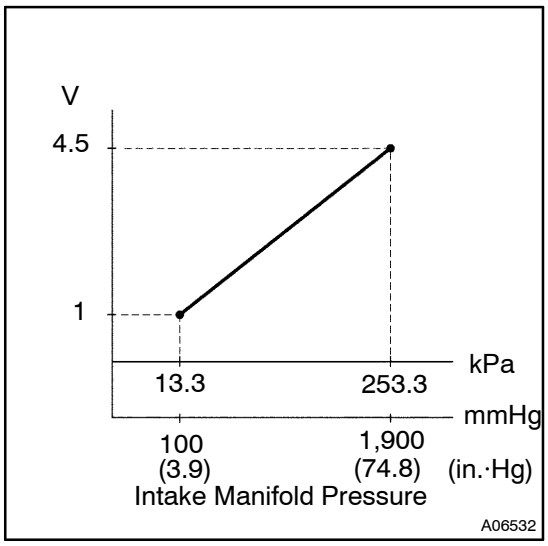
DI6K0–01

DTC	35	Turbo Pressure Sensor Circuit Malfunction

CIRCUIT DESCRIPTION



The turbo pressure sensor is connected to the intake manifold. The engine ECU detects the intake manifold pressure as a voltage by the sensor. The engine ECU uses the intake manifold pressure signal for correction of injection volume control and injection timing control.

The turbo pressure sensor monitors both the atmospheric pressure and intake manifold pressure and transmits the output voltage to the engine ECU, and the engine ECU uses this atmospheric pressure value for correcting the injection volume.

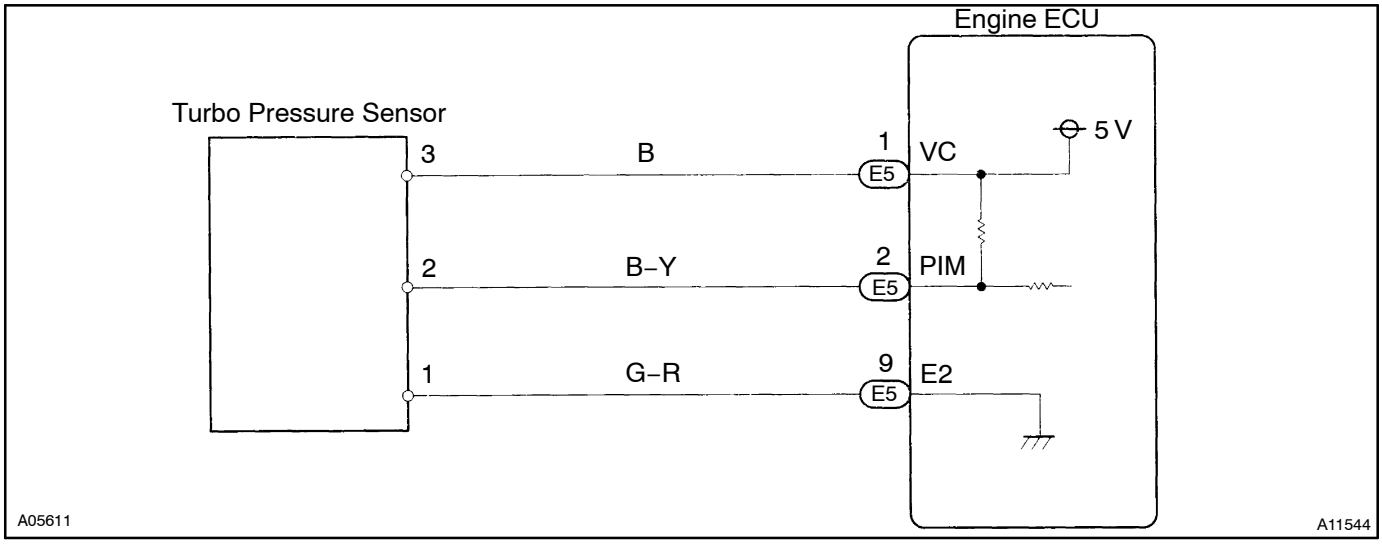
DTC No.	DTC Detecting Condition	Trouble Area
35	Open or short in turbo pressure sensor circuit for 2 sec. or more	• Open or short in turbo pressure sensor circuit • Turbo pressure sensor • Vacuum hose disconnected or blocked • Engine ECU

HINT:

After confirming DTC 35, use the hand–held tester to confirm the intake manifold pressure from the CURRENT DATA.

Intake Manifold Pressure (kPa)	Malfunction
Approx. 0	• PIM circuit short
130 or more	• VC circuit open or short • PIM circuit open • E2 circuit open

WIRING DIAGRAM



1KZ–TE ENGINE (RM710E)

INSPECTION PROCEDURE

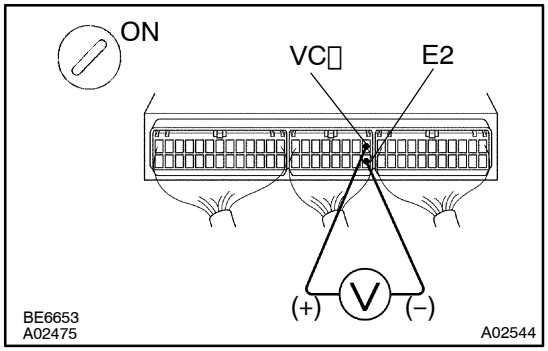
HINT:
If DTC 22, 24, 35 and 39 are output simultaneously, E2 (sensor ground) may be open.

1	**Check turbo pressure sensor (See page ED–18).**

NG → **Replace turbo pressure sensor.**

OK

2	**Check voltage between terminals VC and E2 of engine ECU connector.**



PREPARATION:
(a) Remove the glove compartment (See page ED–25).
(b) Turn the ignition switch ON.

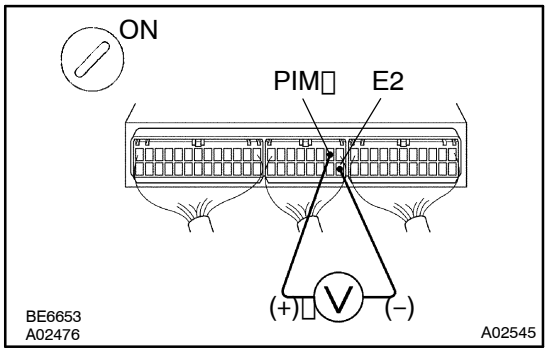
CHECK:
Measure the voltage between terminals VC and E2 of the engine ECU connector.

OK:
Voltage: 4.5 – 5.5 V

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

OK

3	**Check voltage between terminals PIM and E2 of engine ECU connector.**



PREPARATION:
(a) Remove the glove compartment (See page ED–25).
(b) Turn the ignition switch ON.

CHECK:
Measure the voltage between terminals PIM and E2 of the engine ECU connector.

OK:
Voltage: 1.3 – 1.9 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 turbo pressure sensor (See page IN–20).