

DTC	58	SCV Stick Detected (Closed)
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CIRCUIT DESCRIPTION

DTC No.	DTC Detecting Condition	Trouble Area
58	When the condition that the turbocharger pressure exceeds the standard value for 0.5 sec. or more is detected.	• SCV valve • VSV for SCV • Engine ECU

INSPECTION PROCEDURE

When using hand-held tester:

1	Check connection of vacuum hose.
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NG

Repair or replace.

OK

2	Check vacuum between SCV and VSV for SCV at 900 rpm.
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PREPARATION:

- (a) Using a 3-way connector, connect a vacuum gauge to the hose between the VSV and SCV.
 (b) Warm up the engine to above 80°C (176°F).

CHECK:

Check the vacuum at 900 rpm.

RESULT:

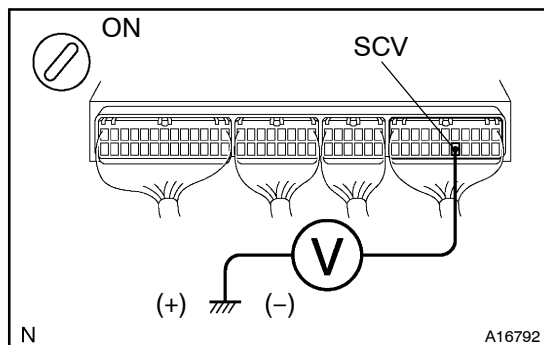
Type	Vacuum
I	0 kPa (0 mmHg, in. Hg) – 50 kPa (375 mmHg, 14.8 in. Hg)
II	Above 50 kPa (375 mmHg, 14.8 in. Hg)

Type II

Go to step 7.

Type I

3 Check voltage between terminal SCV of engine ECU connector and body ground.



PREPARATION:

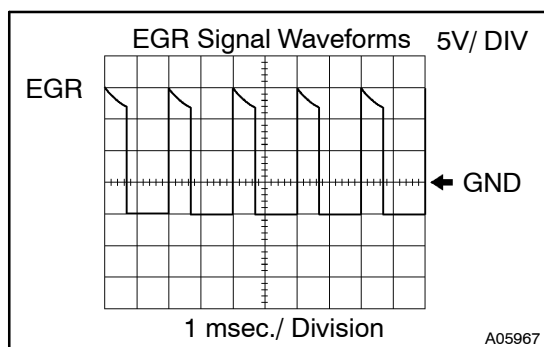
- Remove the glove compartment door.
- Turn the ignition switch ON.

CHECK:

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

OK:

Voltage: 9 – 14 V



Reference: INSPECTION USING OSCILLOSCOPE

During SCV system is ON (engine speed 900 rpm), check the waveform between terminals SCV and E1 of engine ECU connector.

HINT:

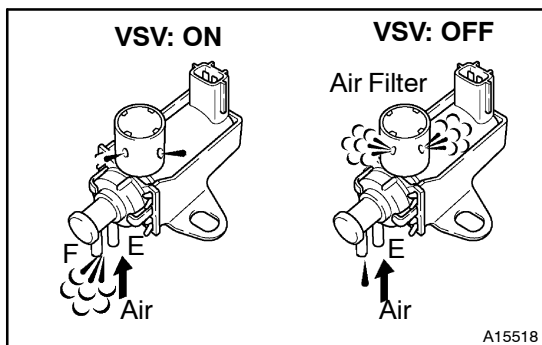
The correct waveform is as shown.

NG

Go to step 5.

OK

4 Check operation of VSV for SCV.



PREPARATION:

- Disconnect the vacuum hoses from the VSV.
- Connect the hand-held tester to the DLC3.
- Turn the ignition switch ON and the push hand-held tester main switch ON.
- Select the ACTIVE TEST mode on the hand-held tester.

CHECK:

Check the operation of the VSV when it is operated by the hand-held tester.

OK:

VSV ON:

Air from port E flows out through port F.

VSV OFF:

Air from port E flows out through air filter.

OK

Go to step 7.

NG

5 Check VSV for SCV ([See page ED-10](#)).

NG

Replace VSV.

OK

6 Check for open and short in harness and connector between VSV and engine ECU, and VSV and EFI main relay (Marking : EFI) ([See page IN-19](#)).

NG

Repair or replace harness or connector.

OK

7 Check SCV assembly ([See page ED-7](#)).

NG

Replace SCV assembly.

OK

Check and replace engine ECU ([See page IN-19](#)).

When not using hand-held tester:

1 Check the connection of vacuum hose.

NG

Repair or replace.

OK

2 Check vacuum between turbocharger and VSV for SCV at 900 rpm.

PREPARATION:

- (a) Using a 3-way connector, connect a vacuum gauge to the hose between the VSV and SCV.
- (b) Warm up the engine to above 80°C (176°F).

CHECK:

Check the vacuum at 900 rpm.

RESULT:

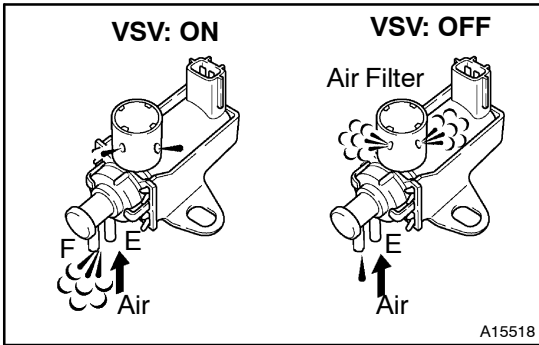
Type	Vacuum
I	0 kPa (0 mmHg, in. Hg) – 50 kPa (375 mmHg, 14.8 in. Hg)
II	Above 50 kPa (375 mmHg, 14.8 in. Hg)

Type II

Go to step 6.

Type I

3 Check operation of VSV.



PREPARATION:

- Remove the glove compartment door.
- Disconnect the E3 connector from the engine ECU.
- Turn the ignition switch ON.

CHECK:

Check the VSV operation.

- Connect between terminal SCV of the engine ECU connector and body ground (ON).
- Disconnect between terminal SCV of the engine ECU connector and body ground (OFF).

OK:

VSV ON:

Air from port E flows out through port F.

VSV OFF:

Air from port E flows out through air filter.

OK

Go to step 6.

NG

4 Check VSV for SCV (See page ED-10).

NG

Replace VSV.

OK

5 Check for open and short in harness and connector between VSV and engine ECU, and VSV and EFI main relay (Marking : EFI) (See page IN-19).

NG

Repair or replace harness or connector.

OK

6 Check SCV assembly ([See page ED-7](#)).

NG

Replace SCV assembly.

OK

Check and replace engine ECU ([See page IN-19](#)).