

2000 MY Catalyst Deterioration Monitor (P0420, P0430)

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MONITOR STRATEGY

Required sensors/Components	Main	Front heated oxygen sensor (or A/F sensor) and Rear heated oxygen sensor
	Sub	Crankshaft position sensor, ECT sensor, IAT sensor and MAF sensor (or MAP sensor)
Frequency of operation	Once per driving cycle	
Duration	Included in the Typical Malfunction Thresholds	
MIL operation	2 driving cycles	
Sequence of operation	None	

TYPICAL ENABLING CONDITIONS

The monitor will run whenever the following DTCs are not present	See page In-39
Included in the Typical Malfunction Thresholds	—

TYPICAL MALFUNCTION THRESHOLDS

Engine Family	Detection Criteria	Threshold (Duration)	Typical Enabling Condition
2JZ-GE GS300	Catalyst deterioration level	0.55 or more (detected 3 times during 1 driving cycle for 10 min.)	- Battery voltage is 11 V or more - Closed Loop - Engine RPM is 3,000 rpm or less - Intake air amount is between 8 and 18 g/sec.
2JZ-GE SC300	Catalyst deterioration level	0.6 or more (detected 3 times during 1 driving cycle for 10 min.)	
1MZ-FE Avalon and ES300	Catalyst deterioration level (rear oxygen sensor locus length)	5 V* or more (detected 2 times during 1 driving cycle for 10 min.)	- Battery voltage is 11 V or more - Closed Loop - Engine RPM is 2,700 rpm or less - Intake air amount is between 6 and 26 g/sec. - A/F sensor voltage is between 3.0 and 3.5 V - Catalyst is warmed up - ECT is more than 50°C (122°F) - IAT is -10°C (14°F) or more 20 sec. have passed after above conditions are met

1MZ-FE RX300	Catalyst deterioration level (rear oxygen sensor locus length)	6.5 V* or more (detected 2 times during 1 driving cycle for 10 min.)	- Battery voltage is 11 V or more - Closed Loop - Engine RPM is 2,700 rpm or less - Intake air amount is between 6 and 26 g/sec. - A/F sensor voltage is between 3.0 and 3.5 V - Catalyst is warmed up - ECT is more than 50°C (122°F) - IAT is -10°C (14°F) or more 20 sec. have passed after above conditions are met
1MZ-FE Sienna (California) 1MZ-FE Camry (California) 1MZ-FE Solara (California)	Catalyst deterioration level (rear oxygen sensor locus length)	0.45 V* or more (detected 2 times during 1 driving cycle for 10 min.)	- Battery voltage is 11 V or more - Closed Loop - Engine RPM is 2,700 rpm or less - Intake air amount is between 6 and 26 g/sec. - A/F sensor voltage is between 3.0 and 3.5 V - Catalyst is warmed up - ECT is more than 50°C (122°F) - IAT is -10°C (14°F) or more 20 sec. have passed after above conditions are met
1MZ-FE Camry (50 states) 1MZ-FE Solara (50 states)	Catalyst deterioration level	0.32 or more (for 10 min.)	- Battery voltage is 11 V or more - Closed Loop - Engine RPM is 3,000 rpm or less - Intake air amount is between 15 and 30 g/sec. - Catalyst is warmed up - ECT is more than 70°C (158°F) - IAT is -10°C (14°F) or more 12 sec. have passed after above conditions are met
1MZ-FE Sienna (Federal)	Catalyst deterioration level	0.4 or more (detected 2 times during 1 driving cycle for 10 min.)	- Battery voltage is 11 V or more - Closed Loop - Engine RPM is 3,000 rpm or less - Intake air amount is between 15 and 30 g/sec. - Catalyst is warmed up - ECT is more than 70°C (158°F) - IAT is -10°C (14°F) or more 12 sec. have passed after above conditions are met
1NZ-FE	Catalyst deterioration level	0.6 or more for 30 sec. (detected 4 times during 1 driving cycle)	- Battery voltage is 11 V or more - Closed Loop - Engine RPM is 4,500 rpm or less - Intake air amount is between 5 and 16 g/sec. - Estimated catalyst temp. is between 430°C (842°F) and 750°C (1,382°F) - ECT is more than 80°C (176°F) - IAT is -10°C (14°F) or more

• 2RZ-FE (Federal) • 3RZ-FE (Federal)	Catalyst deterioration level	0.7 or more (detected 4 times during 1 driving cycle for 300 sec.)	• Battery voltage is 11 V or more • Closed Loop • Engine RPM is 3,000 rpm or less • Intake air amount is between 8 and 30 g/sec. • Catalyst is warmed up • ECT is more than 80°C (176°F) • IAT is -10°C (14°F) or more • 20 sec. have passed after above conditions are met
2RZ-FE (California)	Catalyst deterioration level (rear oxygen sensor locus length)	2.2 V* or more (detected 2 times during 1 driving cycle for 15 min.)	• Battery voltage is 11 V or more • Closed Loop • Engine RPM is 3,200 rpm or less • Intake air amount is between 5 and 23 g/sec. • A/F sensor voltage is between 3.0 and 3.5 V • Catalyst is warmed up • ECT is 75°C (167°F) or more • IAT is -10°C (14°F) or more • 20 sec. have passed after above conditions are met
3RZ-FE (California)	Catalyst deterioration level (rear oxygen sensor locus length)	1.9 V* or more (detected 2 times during 1 driving cycle for 15 min.)	• Catalyst is warmed up • ECT is 75°C (167°F) or more • IAT is -10°C (14°F) or more • 20 sec. have passed after above conditions are met
• 3S-FE (Federal) • 5S-FE Camry (Federal)	Catalyst deterioration level	0.7 or more (detected 3 times during 1 driving cycle for 15 min.)	• Battery voltage is 11 V or more • Closed Loop • Engine RPM is 3,000 rpm or less • Intake air amount is between 5 and 14 liters/sec. • Catalyst is warmed up • ECT is more than 80°C (176°F) • IAT is -10°C (14°F) or more • 20 sec. have passed after above conditions are met
3S-FE (50 states)	Catalyst deterioration level (rear oxygen sensor locus length)	5 V* or more (detected 2 times during 1 driving cycle for 15 min.)	• Closed Loop • Engine RPM is 2,500 rpm or less • Intake air amount is between 4 and 14 liters/sec. • A/F sensor voltage is between 3.0 and 3.5 V • Catalyst is warmed up • ECT is more than 80°C (176°F) • IAT is -10°C (14°F) or more • 18 sec. have passed after above conditions are met

5S-FE (50 states)	Catalyst deterioration level (rear oxygen sensor locus length)	15 V* or more (detected 3 times during 1 driving cycle for 10 min.)	• Battery voltage is 11 V or more • Closed Loop • Engine RPM is 4,000 rpm or less • Intake air amount is between 4 and 30 liters/sec. • A/F sensor voltage is between 2.9 and 3.7 V • Estimated front catalyst temp. is between 540°C (1,004°F) and 900°C (1,652°F) • Estimated rear catalyst temp. is between 380°C (716°F) and 800°C (1,472°F) • ECT is 75°C (167°F) or more • IAT is -10°C (14°F) or more • 30 sec. have passed after above conditions are met
1UZ-FE	Catalyst deterioration level	0.6 or more (detected 3 times during 1 driving cycle for 10 min.)	• Closed Loop • Engine RPM is 3,000 rpm or less • Intake air amount is between 5 and 25 g/sec. • Catalyst is warmed up • IAT is -10°C (14°F) or more • ECT is more than 80°C (176°F) • 15 sec. have passed after above conditions are met
2UZ-FE Landcruiser and LX470	Catalyst deterioration level	0.6 or more (detected 4 times during 1 driving cycle for 9 min.)	• Battery voltage is 11 V or more • Closed Loop • Engine RPM is 3,000 rpm or less • Intake air amount is between 10 and 21 g/sec. • Catalyst is warmed up • IAT is -10°C (14°F) or more • ECT is more than 80°C (176°F) • 15 sec. have passed after above conditions are met
2UZ-FE Tundra	Catalyst deterioration level	0.7 or more (detected 4 times during 1 driving cycle for 9 min.)	• Battery voltage is 11 V or more • Closed Loop • Engine RPM is 3,000 rpm or less • Intake air amount is between 10 and 21 g/sec. • Catalyst is warmed up • IAT is -10°C (14°F) or more • ECT is more than 80°C (176°F) • 15 sec. have passed after above conditions are met
5VZ-FE (Federal)	Catalyst deterioration level	0.6 or more (detected 4 times during 1 driving cycle for 300 sec.)	• Battery voltage is 11 V or more • Closed Loop • Engine RPM is 3,000 rpm or less • Intake air amount is between 10 and 20 g/rev. • IAT is -10°C (14°F) or more • Catalyst is warmed up • 14 sec. have passed after above conditions are met

5VZ-FE (50 states)	Catalyst deterioration level (rear oxygen sensor locus length)	3 V* or more (detected 2 times during 1 driving cycle for 15 min.)	• Battery voltage is 11 V or more • Closed Loop • Engine RPM is 2,500 rpm or less • Intake air amount is between 6 and 28 g/rev. • A/F sensor voltage is between 3.0 and 3.5 V • IAT is -10°C (14°F) or more • ECT is more than 80°C (176°F) • Catalyst is warmed up • 20 sec. have passed after above conditions are met
1ZZ-FE Celica	Catalyst deterioration level	0.45 or more for 30 sec. (detected 3 times during 1 driving cycle)	• Battery voltage is 11 V or more • Closed Loop • Engine RPM is 4,500 rpm or less • Intake air amount is between 5 and 30 g/sec. • Estimated catalyst temp. is between 450°C (842°F) and 750°C ($1,382^{\circ}\text{F}$) • ECT is more than 80°C (176°F) • IAT is -10°C (14°F) or more
1ZZ-FE Corolla	Catalyst deterioration level	0.38 or more for 30 sec. (detected 3 times during 1 driving cycle)	• Battery voltage is 11 V or more • Closed Loop • Engine RPM is 4,000 rpm or less • Intake air amount is between 6 and 20 g/sec. • Estimated catalyst temp. is between 480°C (896°F) and 725°C ($1,337^{\circ}\text{F}$) • ECT is more than 75°C (167°F) • IAT is -10°C (14°F) or more
1ZZ-FE MR2	Catalyst deterioration level	0.6 or more for 30 sec. (detected 3 times during 1 driving cycle)	• Battery voltage is 11 V or more • Closed Loop • Engine RPM is 4,500 rpm or less • Intake air amount is between 5 and 30 g/sec. • Estimated front catalyst temp. is between 440°C (824°F) and 870°C ($1,598^{\circ}\text{F}$) • Estimated rear catalyst temp. is between 320°C (608°F) and 690°C ($1,274^{\circ}\text{F}$) • ECT is more than 80°C (176°F) • IAT is -10°C (14°F) or more
2ZZ-GE	Catalyst deterioration level	0.6 or more for 30 sec. (detected 3 times during 1 driving cycle)	• Battery voltage is 11 V or more • Closed Loop • Engine RPM is 4,500 rpm or less • Intake air amount is between 7 and 25 g/sec. • Estimated catalyst temp. is between 500°C (932°F) and 750°C ($1,382^{\circ}\text{F}$) • ECT is more than 80°C (176°F) • IAT is -10°C (14°F) or more

* Varies with A/F sensor locus ratio

OBD MONITOR DRIVE PATTERNS

See page [In-13](#)

MODE 06 DATA (MONITOR RESULT)

- (a) Checking monitor status (See page [In-43](#))
- (b) Detecting Mode 06 data (See page [In-44](#))