Fu00C–01

1996 MY Fuel Trim Monitor (P0171, P0172)

To return to monitor description, see page Fu–4.

MONITOR STRATEGY

Required sensors/Components	Main	Heated oxygen sensor or A/F sensor
	Sub	MAF sensor (or MAP sensor), ECT sensor, Crankshaft position sensor, VSV for EVAP
Frequency of operation	Continuous	
Duration	3 sec.	
MIL operation	2 driving cycles	
Sequence of operation	None	

TYPICAL ENABLING CONDITIONS

Item	Specification	
	Minimum	Maximum
The monitor will run whenever the following DTCs are not present	See page In–39	
Fuel system status	Closed Loop	
Engine	Warmed up	
EVAP system	OFF (Purge cut)	
Battery voltage	11 V	–
Either of following condition is met:		
Engine RPM	–	1,100 rpm
Intake air amount	0.14 – 0.26 g/rev.	–

TYPICAL MALFUNCTION THRESHOLDS

Engine family	Detection Criteria	Threshold
Case 1: Fuel trim is too LEAN		
4A–FE and 7A–FE	Smoothed fuel–trim learned–value	38 % or more
5E–FE		38 % or more
1FZ–FE		30 % or more
2JZ–GE and 2JZ–GTE		35 % or more
1MZ–FE		30 % or more
2RZ–FE and 3RZ–FE		35 % or more
3S–FE and 5S–FE		38 % or more
2TZ–FZE		28 % or more
1UZ–FE		30 % or more
5VZ–FE		30 % or more
Case 2: Fuel trim is too RICH		
4A–FE and 7A–FE	Smoothed fuel–trim learned–value	–38 % or less
5E–FE		–38 % or less
1FZ–FE		–35 % or less
2JZ–GE and 2JZ–GTE		–35 % or less
1MZ–FE		–30 % or less
2RZ–FE and 3RZ–FE		–35 % or less
3S–FE and 5S–FE		–38 % or less
2TZ–FZE		–30 % or less
1UZ–FE		–33 % or less
5VZ–FE		–30 % or less