

1996 to 1998 MY Turbo Pressure Monitor (P1511, P1512)

To return to monitor description, see page [Tu-5](#).

MONITOR STRATEGY

Required sensors/Components	Main	Turbo pressure sensor
	Sub	Crankshaft position sensor, ECT sensor and Throttle position sensor
Frequency of operation	Continuous	
Duration	Within 2 sec.	
MIL operation	Immediate	Turbo pressure is too high when engine load is high
	2 driving cycles	• Turbo pressure is low when engine load is high • Turbo pressure is too high
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	
Case 1: Turbo pressure is low when engine load is high		
ECT	80°C (176°F)	–
Engine RPM	600 rpm	4,300 rpm
Throttle angle	70°	–
Case 2-1: Abnormal boost		
ECT	80°C (176°F)	–
Case 2-2: Abnormal boost when engine load is high		
Engine RPM	2,400 rpm	–
Throttle angle	20°	–

TYPICAL MALFUNCTION THRESHOLDS

Detection Criteria	Threshold
Case 1: Turbo pressure is low when engine load is high	
Intake manifold pressure (Turbo pressure)	Less than 910 mmHg abs. (20 kPa) for 1 sec.
Case 2-1: Abnormal boost	
Turbo pressure when engine RPM is less than 3,400 rpm	1,400 mmHg abs. (85.3 kPa) or more
Turbo pressure when engine RPM is 3,400 rpm or more	1,500 mmHg abs. (98.6 kPa) or more
Case 2-1: Abnormal boost when engine load is high	
Turbo pressure	1,500 mmHg abs. (98.6 kPa) or more

COMPONENT OPERATING RANGE

Parameter	Standard Value
Maximum turbo pressure	Between 61 kPa and 75 kPa