DTC 32 INJECTION PUMP SYSTEM MALFUNCTION

CIRCUIT DESCRIPTION

The correction system is correcting a few vary between each injectors.

DTC No.	DTC Detection Condition	Trouble Area
32	Open or short in circuit	• Open or short in injector correction resistance circuit • Injector correction resistance (built into injector) • ECM

WIRING DIAGRAM

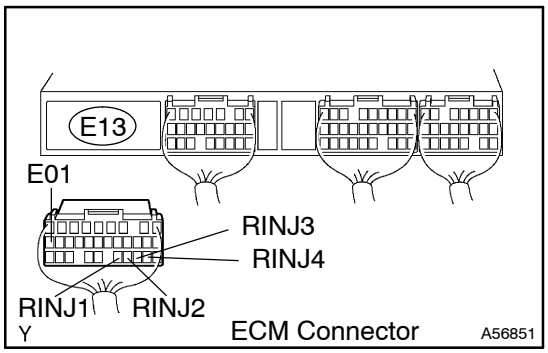
Refer to DTC 97 on page 05–531

INSPECTION PROCEDURE

HINT:

Read freeze frame data using the hand–held tester, as freeze frame data records the engine conditions when a malfunction is detected. When troubleshooting it is useful for determining whether the vehicle was running or stopped, the engine was warmed up or not, etc. at the time of the malfunction.

1 INSPECT ECM(CHECK INJECTOR CORRECTION RESISTANCE)



(a) Turn the ignition switch OFF.

(b) Disconnect the ECM E13 connector.

(c) Measure the resistance between the terminals of the ECM connector.

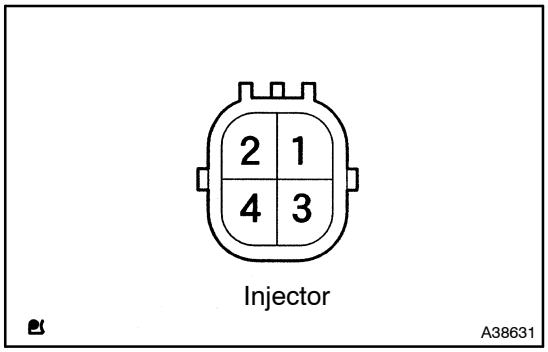
Resistance:

Symbols (Terminal No.)	Specified condition
RINJ1 (E13 – 26) ⇔ E01 (E13 – 21)	30 – 9600 Ω
RINJ2 (E13 – 25) ⇔ E01 (E13 – 21)	
RINJ3 (E13 – 24) ⇔ E01 (E13 – 21)	
RINJ4 (E13 – 23) ⇔ E01 (E13 – 21)	

OK ⇒ **CHECK AND REPLACE ECM**

NG

2 INSPECT INJECTOR ASSY(CHECK RESISTANCE)



(a) Check the injector for resistance.

(1) Using an ohmmeter, measure the resistance between the terminals of the injector connector.

Resistance:

Terminal No.	Specified condition
3 ⇔ 4	2.6 – 2.8 Ω at 20 °C (68 °F)

NG ⇒ **REPLACE INJECTOR ASSY**

OK

REPAIR OR REPLACE HARNESS OR CONNECTOR