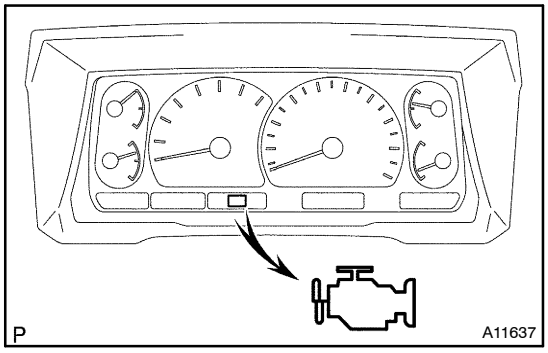
DI75J–01

PRE–CHECK

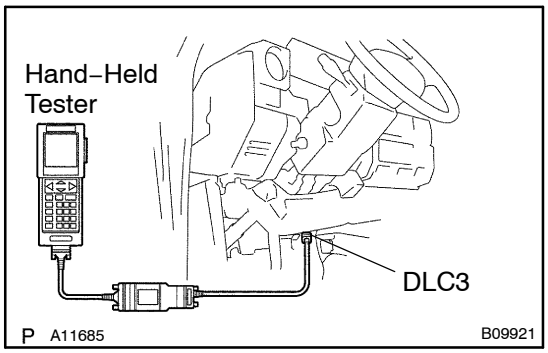
1. DIAGNOSIS SYSTEM



(a) Description

- When troubleshooting Multiplex OBD (M–OBD) vehicles, the only difference from the usual troubleshooting procedure is that you connect the hand–held tester to the vehicle, and read off various data output from the vehicle's ECU.
- The vehicle's on–board computer lights up the check engine warning light (CHK ENG) on the instrument panel when the computer detects a malfunction in the computer itself or in drive system components. In addition to the check engine warning light lighting up when a malfunction is detected, the applicable Diagnosis Trouble Codes (DTCs) are recorded in the ECU memory. (See page DI–14)

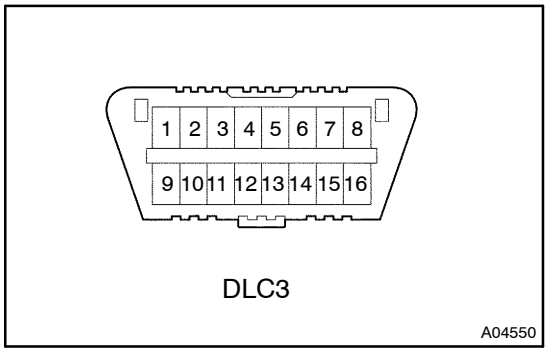
If the malfunction has been repaired, the check engine warning light goes off automatically but the DTCs remain recorded in the ECU memory.



- To check the DTCs, connect the hand–held tester to Data Link Connector 3 (DLC3) on the vehicle. or read the number of blinks of the check engine warning light when TC and CG terminals on the DLC3 are connected. The hand–held tester also enables you to erase the DTCs and check freezed frame data and various forms of engine data (For operating instructions, see the hand–held tester instruction book.)
- The diagnosis system operates in normal mode during normal vehicle use. It also has a check (test) mode for technicians to simulate malfunction symptoms and troubleshoot. Most DTCs use 2 trip detection logic* to prevent erroneous detection and ensure thorough malfunction detection. By switching the ECU to check (test) mode using hand–held tester when troubleshooting, the technician can cause the check engine warning light (CHK ENG) to light up for a malfunction that is only detected once or momentarily. (Hand–held tester only) (See step 3.)
- * 2 trip detection logic:
  When a logic malfunction is fist detected, the malfunction is temporarily stored in the ECU memory.

If the same malfunction is detected again during the second drive test, this second detection cases the check engine warning light (CHK ENG) to light up. The 2 trip repeats the same mode for 2 times. (However, the ignition switch must be turned OFF between the 1st trip and 2nd trip)

- Freeze frame data:
  Freeze frame data records the engine condition when malfunction is detected.
  Because freeze frame data records the engine conditions (fuel system, calculator load, water temperature, fuel trim, engine speed, vehicle speed, etc.) when the malfunction is detected. When troubleshooting, it is useful for determining whether the vehicle was running or stopped, the engine was warmed up or not, the air–fuel ratio was lean or rich, etc. at the time of the malfunction.



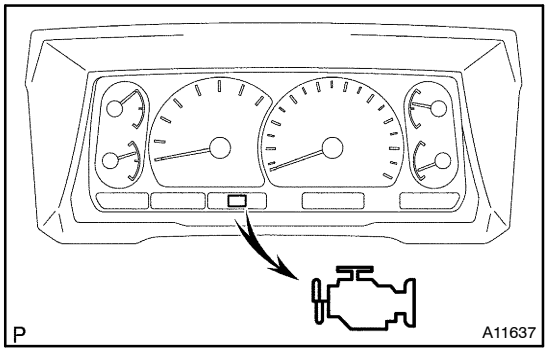
DLC3

(b) Check the DLC3.
The vehicle's ECU uses the ISO 14230 for communication. The terminal arrangement of the DLC3 complies with SAE J1962 and matches the ISO 14230 format.

Terminal No.	Connection/Voltage or Resistance	Condition
7	Bus ⊕ Line/Pulse generation	During transmission
4	Chassis Ground ↔ Body Ground/1 Ω or less	Always
16	Battery Positive ↔ Body Ground/9 – 14 V	Always

HINT:
If your display shows "UNABLE TO CONNECT TO VEHICLE" when you have connected the cable of the hand–held tester to DLC3, turned the ignition switch ON and operated the hand–held tester, there is a problem on the vehicle side or tool side.

- If communication is normal when the tool is connected to another vehicle, inspect the DLC3 on the original vehicle.
- If communication is still not possible is when the tool is connected to another vehicle, the problem is probably in the tool itself, so consult the Service Department listed in the tool,s instruction manual.



2. INSPECT DIAGNOSIS (Normal Mode)

(a) Check the check engine warning light.

(1) The check engine warning light (CHK ENG) comes on when the ignition switch is turned ON and the engine is not running.

HINT:

If the check engine warning light (CHK ENG) does not light up, troubleshoot the combination meter.

(2) When the engine is started, the check engine warning light should go off. If the lamp remains on, the diagnosis system has detected a malfunction or abnormality in the system.

(b) When using hand–held tester:

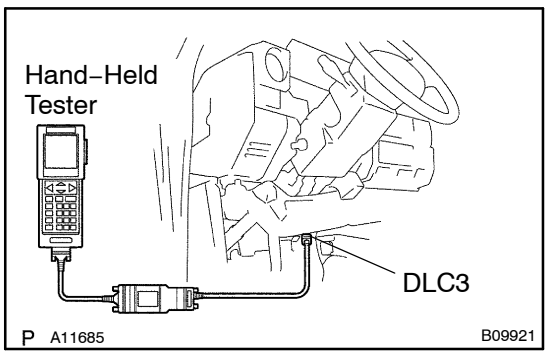
Check the DTC.

NOTICE:

Hand–held tester only:

When the diagnosis system is switched from the normal mode to the check (test) mode, it erases all DTCs and freezed frame data recorded in the normal mode. So before switching modes, always check the DTCs and freezed frame data, and note them down.

(1) Prepare the hand–held tester.

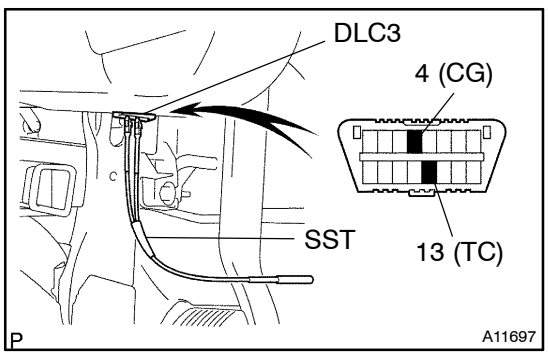


(2) Connect the hand–held tester to the DLC3.

(3) Turn the ignition switch ON and push the hand–held tester main switch ON.

(4) Use the hand–held tester to check the DTCs and freezed frame data and note them down. (For operating instructions, see the hand–held tester's instruction book.)

(5) See page DI–14 to confirm the details of DTCs.



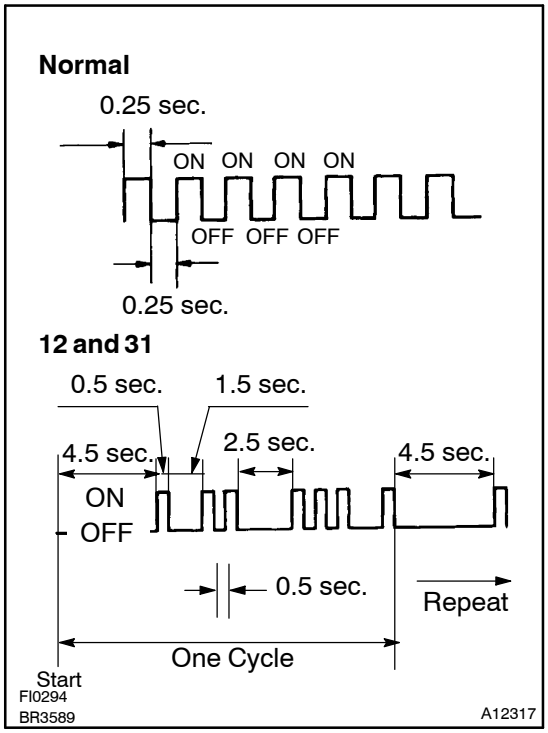
(c) When not using hand–held tester:

Check the DTC.

(1) Turn the ignition switch ON.

(2) Using SST, connect terminals 13 (TC) and 4 (CG) of the DLC3.

SST 09843–18040



(3) Read the DTC from the check engine warning light (CHK ENG).
As an example, the blinking patterns for codes, normal, 12 and 31 are as shown in the illustration.

(4) Check the details of the malfunction using the DTC chart on page DI–14.

(5) After completing the check, disconnect terminals 13 (TC) and 4 (CG) and turn off the display.

HINT:
In the event of 2 or more malfunction cords, indication will begin from the smallest numbered cord to the largest.

NOTICE:
When simulating symptoms without a hand–held tester to check the DTCs, use normal mode. For codes on the DTCs chart subject to ”2 trip detection logic”, turn the ignition switch OFF after the symptom is simulated the first time. Then repeat the simulation process again. When the problem has been simulated twice, the check engine warning light lights up and the DTCs are recorded in the engine ECU.

(d) Clear the DTC.
The following actions will erase the DTCs and freezed frame data.

- Operating the hand–held tester to erase the codes. (See the hand–held tester’s instruction book for operating instructions.)
- Disconnecting the battery terminals or EFI fuse.

NOTICE:
If the hand–held tester switches the engine ECU from the normal mode to the check mode or vice–versa, or if the ignition switch is turned from ON to ACC or OFF during the check mode, the DTCs and freezed frame data will be erased.

3. INSPECT DIAGNOSIS (Check (Test) Mode)

Hand–held tester only:
Compared to the normal mode, the check mode has an increased sensitivity to detect malfunctions.
Furthermore, the same diagnostic items which are detected in the normal mode can also be detected in the check (test) mode.

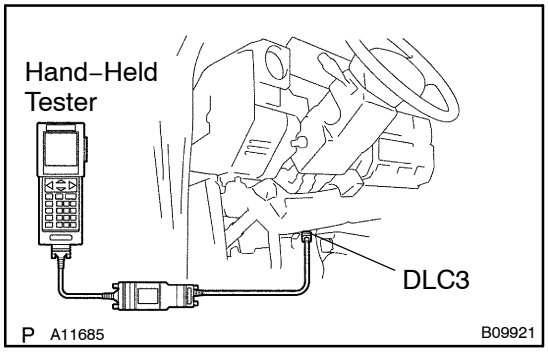
(a) Check the DTC.

(1) Initial conditions

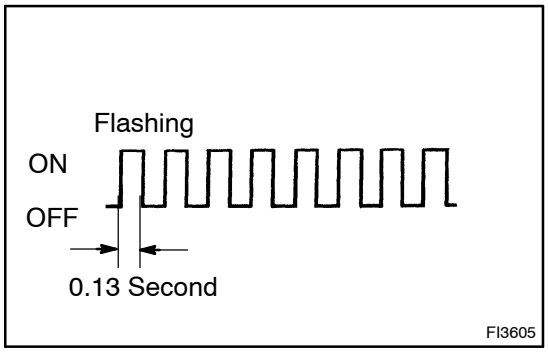
- Battery voltage 11V or more
- Throttle valve fully closed
- Transmission in park/neutral position
- A/C switched OFF

(2) Turn the ignition switch OFF.

(3) Prepare the hand–held tester.



(4) Connect the hand–held tester to the DLC3.
(5) Turn the ignition switch ON and push the push the hand–held tester ON.



(6) Switch the hand–held tester from the normal mode to the check (test) mode. (Check that the check engine warning light (CHK ENG) flashes.)

NOTICE:
If the hand–held tester switches the ECU from the normal mode to the check mode or vice–versa, or if the ignition switch is turned from ON to ACC or OFF during the check mode, the DTCs and freezed frame data will be erased.

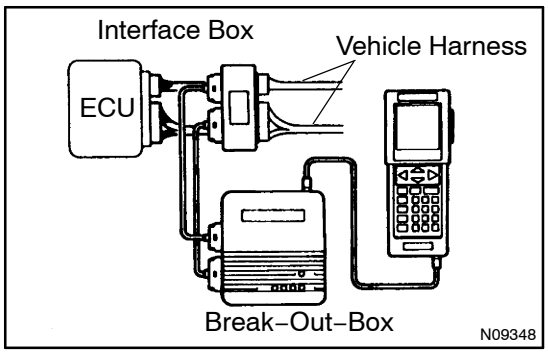
(7) Start the engine (The check engine warning light (CHK ENG) goes out after the engine start.).
(8) Simulate the conditions of the malfunction described by the customer.

NOTICE:
Leave the ignition switch ON until you have checked the DTC, etc.

(9) After simulating the malfunction conditions, use the hand–held tester diagnosis selector to check the DTCs and freezed frame data, etc.

HINT:
Take care not to turn the ignition switch OFF. Turning the ignition switch OFF switches the diagnosis system from check (test) mode to normal mode. so all DTCs, etc. are erased.

(10) After checking the DTCs, inspect the applicable circuit.



(b) Enginr ECU terminal values measurement using break–out–box and hand–held tester
(1) Hook up the break–out–box and hand–held tester to the vehicle.
(2) Read the ECU input/output values following the prompts on the tester screen.

HINT:
Hand–held tester has a ”Snapshot” function. This records the measured values and is effective in the diagnosis of intermittent problems.

Please refer to the hand–held tester/break–out–box operator,s manual for further details.

4. FAIL–SAFE CHART

If any of the following codes is recorded, the engine ECU enters fail–safe mode.

DTC No.	Fail–Safe Operation	Fail–Safe Deactivation Conditions
P0105/31	Ignition timing fixed at 5°BTDC	Returned to normal condition
P0110/24	Intake air temp. is fixed at 20°C(68°F)	Returned to normal condition
P0115/22	Water temp. is fixed at 80°(176°F)	Returned to normal condition
P0120/41	VTA is fixed at 0°	The following condition must be repeated at least 2 times consecutively When closed throttle position switch is ON: VTA ≧ 0.1 V and ≦ 0.95 V
P0330/55	Max. timing retardation	Ignition switch OFF
P1300/14 P1310/15 P1320/14	Fuel cut	IGF signal is detected for 6 consecutive ignitions

5. CHECK FOR INTERMITTENT PROBLEMS

Hand–held tester only:

By putting the vehicle's ECU in the check (test) mode, 1 trip detection logic is possible instead of 2 trip detection logic and sensitivity to detect open circuits is increased. This makes it easier to detect intermittent problems.

(1) Clear the DTC (See step 2.).
(2) Set the check (test) mode (See step 3.).
(3) Perform a simulation test (See page IN–9).
(4) Check the connector and terminal (See page IN–19).
(5) Check the visual check and contact pressure (See page IN–19).
(6) Handle the connector (See page IN–19).

6. BASIC INSPECTION

When the malfunction code is not confirmed in the DTC check, troubleshooting should be carried out in order for all possible circuits to be considered as the cause of the problems. In many cases, by carrying out the basic engine check shown in the following flow chart, the location causing the problem can be found quickly and efficiently. Therefore, use of this check is essential in engine troubleshooting.

1	**Is battery voltage 11 V or more when engine is stopped?**

NO → **Charge or replace battery.**

YES

2	**Is engine cranked?**

NO → **Proceed to problem symptoms table on page DI–19.**

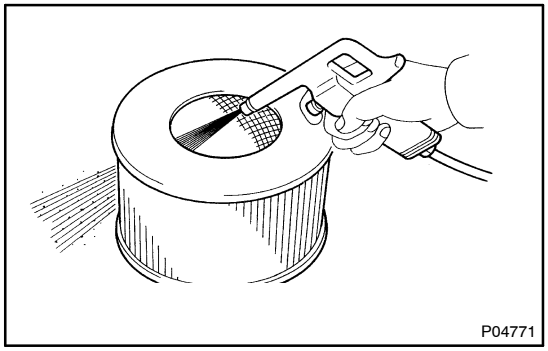
YES

3	**Does engine start?**

NO → **Go to step 7.**

YES

4	**Check air filter.**

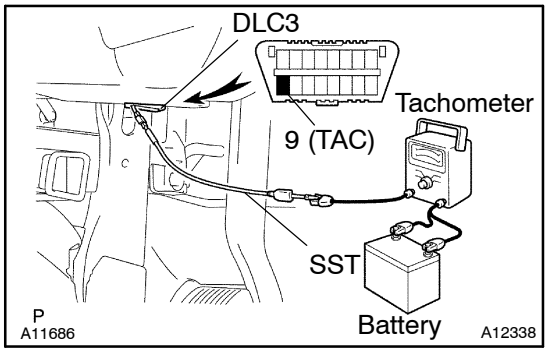


PREPARATION:
Remove the air filter.
CHECK:
Visually check that the air filter is not excessively dirty or oily.
HINT:
If necessary, clean the filter.

NG → **Repair or replace**

OK

5	**Check engine idle speed.**



PREPARATION:
(a) Warm up the engine to normal operating temperature.
(b) Switch off all the accessories.
(c) Switch off the A/C.
(d) Shift the transmission into the neutral position.
(e) Connect the hand–held tester to the DLC3 on the vehicle.
(f) If you have no hand–held tester, connect the tachometer tester prove to terminal 9 (TAC) of the DLC3.
SST 09843–18030

NOTICE:
As some tachometer are not compatible with this ignition system, we recommend that you confirm the compatibility of your unit before use.

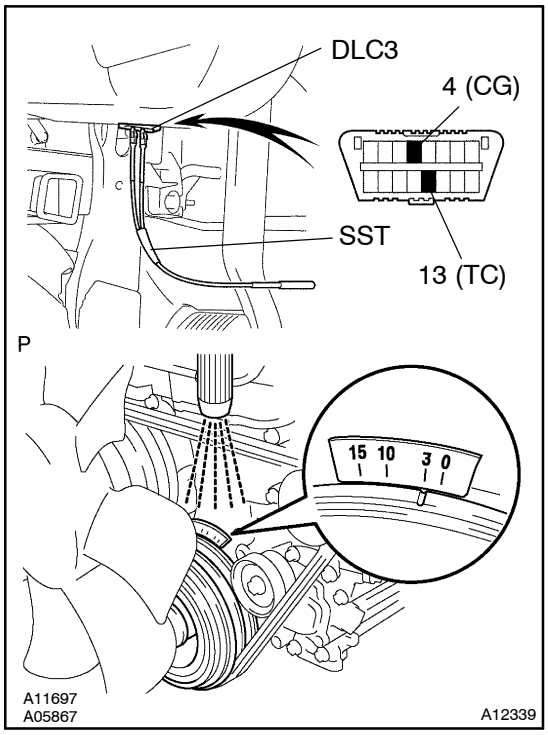
CHECK:
Check the idle speed.

OK:
Idle speed: 600 – 700 rpm

NG → **Proceed to problem symptoms table on page DI–19.**

OK

6	Check ignition timing.



PREPARATION:

(a) Warm up the engine to normal operating temperature.
(b) Switch off all the accessories.
(c) Switch off the A/C.
(d) Shift the transmission into the N position.
(e) Keep the engine speed at idle.
(f) Using SST, connect terminals 13 (TC) and 4 (CG) of the DLC3.
SST 09843–18040
(g) Using a timing light, connect the tester to the No.1 high–tension cord.

CHECK:

Check the ignition timing.

OK:

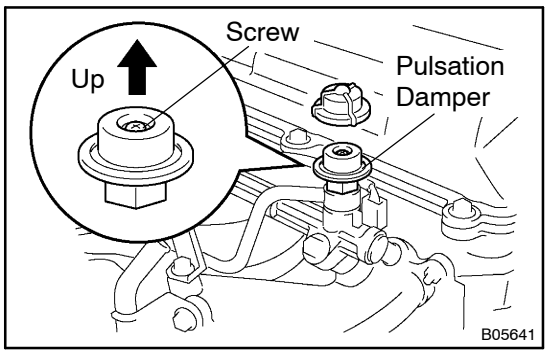
Ignition timing: 3°BTDC at idle

NG → **Proceed to page IG–1, and continue to trouble-shoot.**

OK

Proceed to problem symptoms table on page DI–19.

7	Check fuel pressure.



PREPARATION:

(a) Be sure that enough fuel is in the tank.
(b) Connect the hand–held tester to the DLC3.
(c) Turn the ignition switch ON and push hand–held tester main switch ON.
(d) Use the ACTIVE TEST mode to operate the fuel pump.
(e) Please refer to the hand–held tester operator's manual for further details.

(f) If you have no hand–held tester, connect the positive (+) and negative (–) leads from the battery to the fuel pump connector (See page FI–6).

CHECK:

Check that the pulsation damper screw rises up when the fuel pump operates.

HINT:

At this time, you will hear a fuel flowing noise.

NG	**Proceed to page EM–3, and continue to trouble-shoot.**

OK

8	**Check for spark.**

PREPARATION:

(a) Disconnect the high–tension cord from the spark plug.
(b) Remove the spark plug.
(c) Install the spark plug to the high–tension cord.
(d) Disconnect the injector connectors.
(e) Hold the end about 12.5 mm (0.5 in.) from the ground.

CHECK:

Check if spark occurs while the engine is being cranked.

NOTICE:

To prevent excess fuel from being injected from the injectors during this test, don't crank the engine for more than 5 – 10 seconds at a time.

NG	**Proceed to page IG–1, and continue to trouble-shoot.**

OK

Proceed to problem symptoms table on page DI–19.

7. ENGINE OPERATING CONDITION

NOTICE:

The values given below for "Normal Condition" are representative values, so a vehicle may still be normal even if its value varies differ from those listed here. So do not decide whether a part is faulty or not solely according to the "Normal Condition" here.

Hand–held tester display	Measurement Item	Normal Condition*
CALC LOAD	Calculator Load: Current intake air volume as a proportion of max. intake air volume	Idling: 17.7 – 47.4 % Racing without load (2,500 rpm): 13.8 – 41.5 %

WATER TEMP	Water Temp. Sensor Value	After warming up: 80 – 95˚C (176 – 203˚F)
SHORT FT #1	Short–term Fuel Trim Bank 1	0 ± 20 %
LONG FT #1	Long–term Fuel Trim Bank 1	0 ± 20 %
ENGINE SPD	Engine Speed	Idling: 600 – 700 rpm
VEHICLE SPD	Vehicle Speed	Vehicle stopped: 0 km/h (0 mph)
IGN ADVANCE	Ignition Advance: Ignition Timing of Cylinder No.1	Idling: BTDC 0 – 13˚
INTAKE AIR	Intake Air Temp. Sensor Value	Equivalent to ambient temp.
PIM	Absolute Pressure inside Intake Manifold	Idling: 18 – 48 kPa Racing without load (2,500 rpm): 14 – 42 kPa
THROTTLE POS	Voltage Output of Throttle Position Sensor Calculated as a percentage: 0 V → 0 %, 5 V → 100 %	Throttle fully closed: 7 – 11 % Throttle fully open: 65 – 75 %
INJECTOR	Fuel injection time for cylinder No.1	Idling: 2.7 – 4.7 ms
ISC DUTY RATIO	Idle Speed Control Valve Duty Ratio Opening ratio rotary solenoid type ISC valve	Idling: 25 – 50 %
STARTER SIG	Starter Signal	Cranking: ON
A/C SIG	A/C Switch Signal	A/C ON: ON
STOP LIGHT SW	Stop Light Switch Signal	Stop light switch ON: ON

*: If no conditions are specifically stated for "Idling", it means the shift lever is at N or P position, the A/C switch is OFF and all accessory switches are OFF.